Retail Development

Lot 9056 Portobello Road
Dalyellup

ROWE GROUP

OUR REF: 8085I 6/11/2024

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Contents

Figures

Attachments

1. Certificate of Title
2. Architectural Drawings
3. Landscape Concept
4. Design Quality Statement
5. Environmental Acoustic Assessment
6. Traffic Impact Assessment
7. Access Arrangement Technical Note
8. Site Access Review

Tables

1. Introduction

Rowe Group acts on behalf of Dalyellup Beach Pty Ltd, the landowner of Lot 9056 Portobello Road, Dalyellup (**the subject site**). Rowe Group is acting with permission from the landowners to lodge this Development Application.

This Development Application Report has been prepared in support of the enclosed Application for Development Approval, which seeks to obtain approval for the development of an ALDI Supermarket within the northeast corner of Lot 9056 (**the Development Area**). This Development Application has been prepared by a multi-disciplinary project team, made up of the following consultants:

Discipline	Consultant
Client and Operator	ALDI Foods Pty Limited
Architecture and Design	Nielsen Architects
Town Planning	Rowe Group
Traffic	WSP
Acoustic	Herring Storer Acoustics
Landscape Design	Plan E

Table 1: Project Team

This report includes a description of the following matters:

- The location of the subject site;
- A description of the existing site characteristics;
- A detailed explanation of the proposed development;
- An overview of the relevant planning issues; and
- Justification of the proposed development.

2. Description of Site

2.1 Location

The subject site is located in the municipality of the Shire of Capel (**the Shire**), approximately 161.4km south of the Perth Central Area.

Refer **Figure 1 – Regional Location**.

The subject site is situated in the suburb of Dalyellup. The subject site is located to the west of the existing Dalyellup Shopping Centre, anchored by Woolworths Supermarket. There is a Development Approval for the construction of a Coles Supermarket to the south of the existing Woolworths development.

The subject site is bound by Portobello Road to the east, commercial development and Piccadilly Lane to the south, Piccadilly Lane to the west and Grafton Lane to the north. Residential development lines Grafton Lane and Piccadilly Lane to the north, west and south. These residential lots are rear loaded, with garage doors facing the streets surrounding the subject site.

The development area is bound by Portobello Road to the east, commercial development to the south, Grafton Lane to the north and the remainder of the subject site to the west. All of the aforementioned roads are sealed and gazetted roads.

Refer **Figure 2 – Local Location**.

2.2 Cadastral Information

The subject site comprises one (1) land parcel, being:

- Lot 9056 on Deposited Plan 428912, Certificate of Title Volume 4056, Folio 124.

Refer **Attachment 1 – Certificate of Title**.

The subject site has a total land area of 2.7ha, with frontages of 92m to Portobello Road, 166.8m to Grafton Lane and 263.5m to Piccadilly Lane. The Development Area is approximately 5,465m^2 in area with frontage to Grafton Lane of approximately 78.7m and 59.3m to Portobello Road.

Refer **Figure 3 – Site Plan**.

2.3 Existing Improvements

The subject site is currently vacant and cleared of all vegetation.

0 2500 m

SCALE @ A4: 1:100,000

FIGURE 1

REGIONAL LOCATION

0 250 m

SCALE @ A4: 1:10,000

FIGURE 2

LOCAL LOCATION

FIGURE 3
SITE PLAN

2.4 Site Characteristics

2.4.1 Topography

The proposed development is limited to the northeastern portion of the subject site (the Development Area). The entirety of the subject site has a generally flat topography. The site levels of the Development Area fluctuate slightly between approximately 6.5m and 7.5m AHD.

2.4.2 Acid Sulphate Soils

The Department of Water and Environmental Regulation (**DWER**) Acid Sulphate Soils (**ASS**) Mapping indicates a high to moderate ASS risk occurring within the natural soil surface of the subject site.

2.4.3 Contamination

A desktop search of the DWER Contaminated Sites Database does not identify the subject site or immediate surroundings as being a known or suspected contaminated site.

2.4.4 Heritage Matters

2.4.4.1 Aboriginal Heritage

A desktop search of the Aboriginal Cultural Heritage Inquiry System indicates that there are no registered Aboriginal Heritage Sites located at the subject site.

2.4.4.2 European Heritage

A desktop examination of the State Heritage Council of WA 'inHerit' database for heritage places and listings indicates that the subject site is not included in the State Register of Heritage Places, local government inventories, or any other cultural heritage lists such as those maintained by the Australian Government or other non-government surveys.

3. Description of Proposal

This Application seeks planning approval for an ALDI Supermarket and associated signage and parking at the subject site. Refer **Attachment 2 – Architectural Drawings** and **Attachment 3 – Landscape Concept.**

The proposed building is located to the northern portion of the Development Area. Car parking is located to the south of the building. Bicycle parking is located near the entrance of the building. The loading dock is accessible from the service access via Grafton Lane. The loading area is screened from view from the public roads. Service access is kept to one-way to allow for the safest possible truck manoeuvres. The proposed development incorporates the following key components:

- A supermarket with a gross floor area of approximately 1,505m^2 and net floor area 1443m^2 (liquor component inclusive);
- Approximately 8.57% of the Development Area is landscaped;
- A left-in, left-out and right-in access point on Portobello Road; and
- A total of 85 car bays, including two (2) disable access bays.

The proposal will have the following trading hours:

- Monday, Tuesday, Wednesday and Friday – 8:30am to 8:00pm;
- Thursday – 8:30am to 9:00pm;
- Saturday – 8:30am to 5:00pm; and
- Sunday and Public Holidays – 11:00am to 5:00pm.

The entrance to the building is located to the southeastern portion of the building to ensure parking is equally distributed around the entrance to the store. An awning is proposed over the entrance of the store and will form an attractive built form feature whilst also providing weather protection for pedestrians. This awning extends south of the building along Portobello Road. This will provide a built form presence on Portobello Road and a community seating space / meeting place for locals.

The vehicle and pedestrian movement network have been designed to provide a convenient and functional system that links the proposed development to any future development to the south and east of the subject site. The proposed access location on Portobello Road will result in the loss of six (6) on-street parking bays but will greatly improve vehicle connectivity within the surrounding road network. The proposed development incorporates an additional six (6) on-street parking bays to compensate for the loss of the on-street parking bays.

The proposal also includes the provision of signage, in the form of:

- One (1) pylon sign in the eastern corner of the Development Area. The pylon sign is 8.5m in height, mounted on a single pole that is 0.325m wide. The sign is 2.0m in width and 2.4m in height.
- Two (2) small gable signs mounted to the northern façade of the building. The small gables are 1.2m in width and 1.44m in height.
- Two (2) large gable signs mounted above the building entrance and the western facade of the building. The large gables are 2.0m in width and 2.4m in height.
- One (1) digital poster box installed near the entrance of the building.

All signs are illuminated.

4. Strategic Planning Considerations

4.1 State Planning Policy No. 2.7 – Public Drinking Water Source

State Planning Policy No. 2.7 - Public Drinking Water Source (**SPP2.7**) was adopted by the Western Australian Planning Commission (**WAPC**) in June 2003 with the objective of ensuring that land use and development within Public Drinking Water Source Areas (**PDWSA**) is compatible with the protection and long-term management of water resources for public water supply.

The entirety of the subject site is identified to be within the Bunbury Water Reserve PDWSA under SPP2.7 and is identified to be a Priority 3 (**P3**) source protection area by the Water and Rivers Commission (**WRC**). A P3 source protection area is declared over land where water supply sources need to co-exist with other land uses such as residential, commercial and light industrial developments.

The proposed development is not considered to be a pollutant land use and therefore adherent to SPP2.7.

4.2 State Planning Policy No. 3.7 – Planning in Bushfire Prone Areas

The Department of Fire and Emergency Services (**DFES**) Map of Bushfire Prone Areas indicates that the western portion of the subject site is 'Bushfire Prone'. The Development Area is not identified as 'Bushfire Prone'. Therefore this Application does not need to be assessed against the provisions of *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* (**SPP3.7**).

4.3 State Planning Policy No. 4.2 – Activity Centres

State Planning Policy No. 4.2 – Activity Centres (**SPP4.2**) was adopted by the WAPC in July 2023 with the intent to ensure planning, development and decision making adequately consider the distribution, function, broad land use, access and urban form considerations for activity centres. The objectives of SPP4.2 are as follows:

- *Locate people and the employment, goods and services they need close to each other within activity centres;*
- *Promote activity centres as the focus of integrated and well-designed medium and high-density residential and mixed use development;*
- *Plan for the sustainable growth and development of activity centres ensuring development intensity is appropriate to a centre's position in the activity centre hierarchy;*
- *Manage the hierarchy of activity centres to ensure efficient and equitable access by the community to employment opportunities, housing choice and a broad range of goods and services;*
- *Ensure activity centres are accessible and well-served by a range of transport options with a priority on walking, cycling and public transport use; and*
- *Ensure the urban form of activity centres enables the primary focus to be on the street, in the public realm and connected to public open spaces.*

Dalyellup is identified as a District Centre under the SPP4.2 framework. The 'Shop' land use is considered a desired land use within a District Centre as stipulated by Appendix 1 of SPP4.2. Based on this, the proposed development is considered appropriate for approval.

Notwithstanding, the proposed development does not meet the 'Shop' floorspace threshold to be considered 'major development'. Therefore, the proposed development does not need to be assessed against the provisions of SPP4.2.

4.4 State Planning Policy No. 5.4 – Road and Rail Noise

The purpose of *State Planning Policy No. 5.4 - Road and Rail Noise* (**SPP5.4**) became operational on 6 September 2019. SPP5.4 is intended to minimise the adverse impact of road and rail noise on noise-sensitive land use and / or development within the specified trigger distance of strategic freight and major traffic routes. A small southeastern portion of the subject site is identified to be within the trigger distance for Bussel Highway, which is classified as a strategic freight traffic route. However, the 'Shop' land use is not considered to be a noise-sensitive land use, and therefore the proposal does not require any further acoustic assessment under SPP5.4.

4.5 State Planning Policy No. 7.0 – Design of the Built Environment

State Planning Policy No. 7.0 – Design of the Built Environment (**SPP 7.0**) became operational on 24 May 2019. SPP7.0 contains 10 design principles to be applied to significant built form development proposals. Neilson Architects, the project architect, has prepared a Design Quality Statement to address the 10 design principles.

Refer **Attachment 4 – Design Quality Statement.**

4.6 Shire of Capel Local Planning Strategy

The Shire's Local Planning Strategy (**LPS**) was supported by the Shire of Capel Council on 19 February 2021 and endorsed by the WAPC on 30 March 2022. The LPS identifies the subject site as 'District Centre'. In relation to the Dalyellup District Centre, the LPS identifies the following planning issue for the Shire to address through the LPS:

> *Consolidation and further growth of Dalyellup as a District Centre.*

The eastern side of the Centre is partly constructed or has received Development Approval for further expansion. The western side of the Centre is mostly vacant. Approval and construction of the proposed development will assist in address the above issue raised by the LPS.

5. Statutory Planning Considerations

5.1 Greater Bunbury Region Scheme

The subject site is zoned 'Urban' under the Greater Bunbury Region Scheme (**GBRS**). The proposed development is consistent with the provisions of the 'Urban' zone.

5.2 Shire of Capel Local Planning Scheme No. 8

5.2.1 Zoning

Under the provisions of Local Planning Scheme No. 8 (**LPS8**), the subject is zoned 'District Centre'.

Refer **Figure 4 – Shire of Capel Local Planning Scheme No. 8 Zoning.**

The objectives of the District Centre zone, as stated in LPS8, are as follows:

- *To provide a community focal point for people, services, employment and leisure that are highly accessible;*
- *To provide for District Centres to focus on weekly needs and services for a wider district catchment;*
- *To provide a broad range of employment opportunities to encourage diversity within the District Centre;*
- *To ensure a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links;*
- *To provide for a wide range of different types of residential accommodation, including high density residential, to meet the diverse needs of the community; and*
- *To ensure that development is not detrimental to the amenity of adjoining owners/occupiers and/or residential properties in the locality.*

The proposed development is consistent with the abovementioned objectives for the following reasons:

- The proposal will provide for the day-to-day shopping needs for the surrounding community.
- The proposal is of a high build quality and will complement the existing Centre.
- The proposed development will encourage further development within the Centre.

5.2.2 Land Use Permissibility

The proposed development of an ALDI Supermarket is consistent under the 'Shop' land use defined in LPS8 as follows:

> *Means premises other than a bulky goods showroom, a liquor store large or a liquor store small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.*

The Zoning Table in LPS8 classifies a Shop to be a 'P' use which is defined in Clause 1 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**Planning Regulations**) as:

> *A use identified in the zoning table for this Scheme (regardless of the symbol used) as a use that is permitted in the zone if it complies with any relevant development standards and requirements of this Scheme.*

Based off the above, the proposed development is permissible under the provisions of LPS8 and capable of approval at the subject site.

5.2.3 Development Standards

The table below outlines the development standards that are discussed within LPS8 and summaries the assessment of the proposed development against these standards:

Source	Development Standard	Requirement	Proposed	Compliance
Schedule 4 (LPS8)	Minimum Lot Size	N/A	5465m^2	Compliant
	Minimum Primary, Secondary, Side/Rear setbacks	Nil	Nil	Compliant
	Maximum Building Height	12m	8.5m	Compliant
	Minimum landscaping (% of site area)	Nil	8.57%	Compliant
	Shelter/awning over Primary Street boundary	Required	Proposed	Compliant
	Loading Dock located inside building or to rear/side	Inside or rear/side	Rear/side	Compliant
Schedule 7 (LPS8)	Development Contribution	Contribution is required as condition of Development Approval.	Condition to be imposed.	Compliant

Table 2: LPS8 Development Standards

Based on the above table, the proposal is compliant with the development standards contained in LPS8.

5.2.4 Matters to be Considered

Clause 67 (2) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (**Planning Regulations**) sets out the matters that a decision-maker must consider in determining a development application. The following table assesses the proposed development against the relevant matters to be considered.

Relevant Matters for Consideration	Response
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area	Refer to Section 5.2 of this Report.
(c) any approved State planning policy	Refer to Section 4 of this Report.
(fa) any local planning strategy for this Scheme endorsed by the Commission.	Refer to Section 4.6 of this Report.
(g) any local planning policy for the Scheme area.	Refer to Section 5.5 of this Report.
(m) the compatibility of the development with its setting, including – *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development.*	The proposed building has been designed and orientated to address the Portobello Road frontage. The setting of the building will be enhanced through the provision of a large floor to ceiling height windows and an awning extension from the building along the Portobello Road frontage. Additionally, the proposed development incorporates similar building design qualities of other retail development within the Centre.

Relevant Matters for Consideration	Response
(n) the amenity of the locality including the following – *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development*	The proposal will not have an adverse environmental impact. This proposal includes noise mitigation measures that are recommended by an Environmental Acoustic Assessment prepared by Herring Storer Acoustics. Refer **Attachment 5 – Environmental Acoustic Assessment**. These noise mitigation measures include a 1m high noise barrier to be installed around the plant equipment to ensure compliance with the *Environmental Protection (Noise) Regulations 1997* (**Noise Regulations**). The building incorporates similar building design qualities of other retail development within the Centre. The proposed development will not have any adverse social impacts. The proposal will provide an additional location for daily/weekly grocery needs to the residents of the surrounding area. This will improve access to competitive grocery item prices for the community.
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved.	The proposal is compliant with the extent of on-site landscaping required by LPS8. Trees will be planted within the car park to provide shade for vehicles. The subject site is currently vacant of any vegetation and therefore no vegetation is to be retained.
(s) the adequacy of – *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles.*	This Application is supported by a Traffic Impact Assessment prepared by WSP. Refer **Attachment 6 – Traffic Impact Assessment**. The Traffic Impact Assessment demonstrates that the proposal includes appropriate access arrangements via Grafton Lane and Portobello Road.
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety.	The proposal is supported by a Transport Impact Assessment which demonstrates that the proposal will not have an adverse impact on the surrounding road network and that the proposal is supplied with sufficient parking. Refer **Attachment 6 – Traffic Impact Assessment**.
(u) the availability and adequacy for the development of the following – *(i) public transport services* *(ii) public utility services* *(iii) storage, management and collection of waste* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities)* *(v) access by older people and people with disability*	The nearest public transport is located on Parade Road and Norton Promenade – Bus Routes 842 and 843. Bus routes 842 and 843 service the bus stops along Parade Road, approximately 330m from the Site. This frequency of bus service near the Site supports opportunities for non-car access by visitors and employees to the subject site. The subject site is currently connected to water, sewer and power. A bin store is provided at the rear of the development. Bins will be collected from the loading dock area by a private contractor.
(v) the potential loss of any community services or benefit resulting from the development other than potential loss that may result from economic competition between new and existing business.	The provisions of an ALDI Store in this location will improve availability to daily/weekly grocery needs to residents of the surrounding area.

Table 3: Assessment of the Proposed Development Against the Deemed Provisions

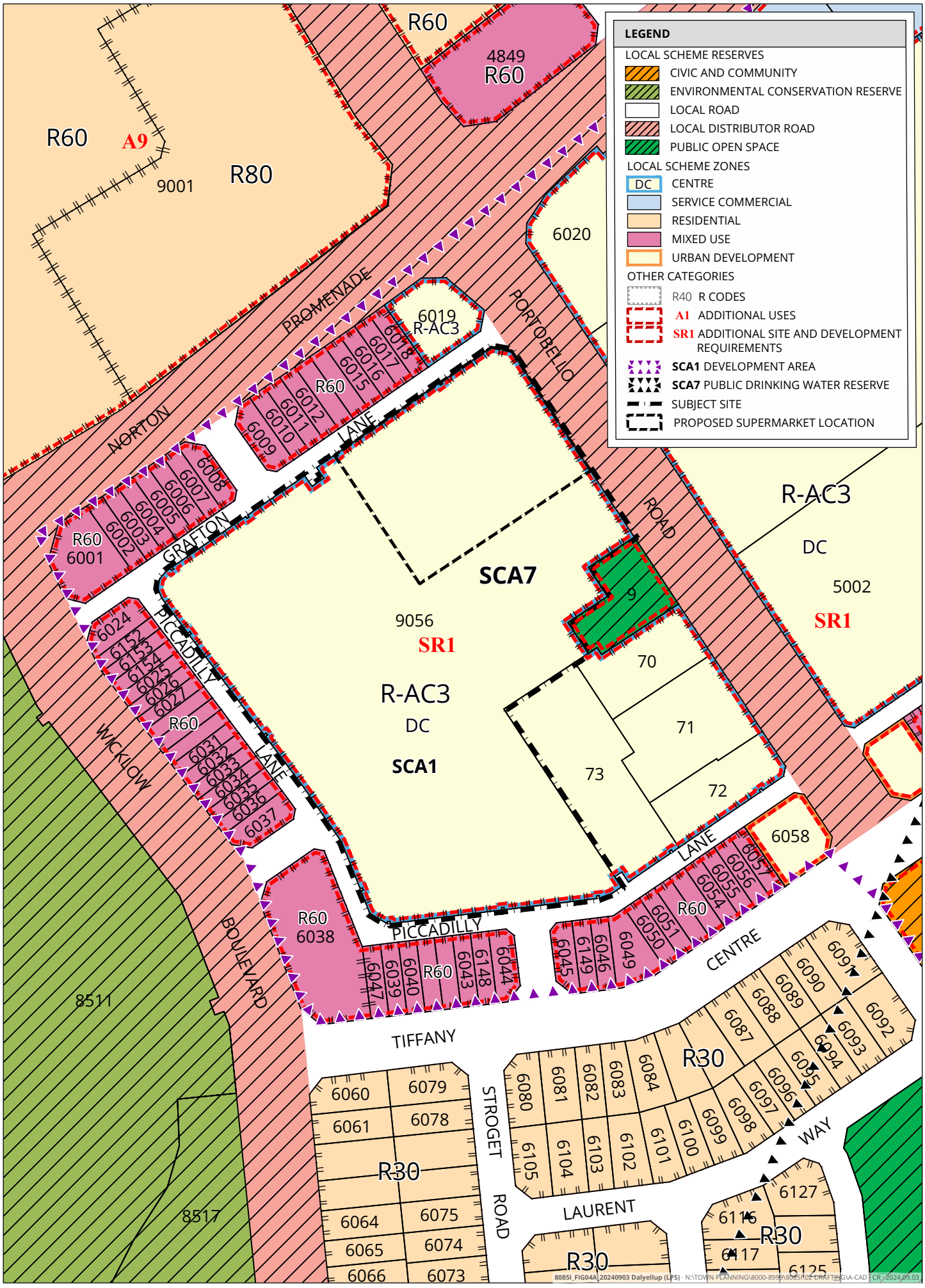

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FIGURE 4

SHIRE OF CAPEL LOCAL PLANING SCHEME No. 8

5.3 Dalyellup East Structure Plan

The Dalyellup East Structure Plan was approved by the Western Australian Planning Commission (WAPC) on 17 November 2022. The Dalyellup East Structure Plan identifies the subject site as 'Dalyellup District Centre Outline Development Plan Area'. The Dalyellup East Structure Plan states that the endorsed Outline Development Plan will specify anticipated land uses and development standards applicable to the District Centre. Refer **Figure 5 – Dalyellup East Structure Plan**.

5.4 Dalyellup District Centre Outline Development Plan

The Dalyellup District Centre Outline Development Plan (**DDCODP**) was adopted by the Shire of Capel in June 2012 with the intent to guide the future development of the Dalyellup District Centre. The vision for the DDCODP is outlined below:

> *Dalyellup District Centre will be an attractive, diverse, safe and sustainable activity centre with a unique urban village character and will provide a focus for shopping, business, community and recreation activities for the use and enjoyment of the local community and wider district.*

The subject site is identified to be situated within 'Precinct A – Retail Core' under the DDCODP, where the emphasis will be on maximising activity and intensity along the main street.

Refer **Figure 6 – Dalyellup District Centre Outline Development Plan**.

The objectives of Precinct A are as follows:

- *Create a pedestrian friendly main street retail core with high amenity and a strong sense of place;*
- *Encourage a mix of compatible retail and other intensive uses including uses which generate activity outside core business hours;*
- *Encourage richness in the streetscape, including articulation of buildings, windows and openings to create visual interest at street level;*
- *Facilitate strong and direct pedestrian connectivity to, along and across the main street;*
- *Encourage a continuous paved and covered pedestrian walkway along the edge (verge) of the main street;*
- *Provide intimate community meeting places in public areas with seating and other amenities;*
- *Allow on street parking where possible. Locate off-street parking behind buildings fronting the main street; and*
- *Provide the opportunity for temporary activities in the street, such as alfresco dining, external display and public events to create interest.*

Section 1.4.4 of the DDCODP lists the 'Shop' land use as a 'P' (Permitted) use within 'Precinct A – Retail Core'.

Section 1.4.5 of the DDCODP sets out the development standards applicable to development within 'Precinct A – Retail Core'. The following table outlines the specific development requirements relevant to this proposal.

Source	Development Standard	Requirement	Proposed	Compliance
1.4.5.1	Minimum setback – Primary Street	Nil	Nil	Compliant
1.4.5.2	Building Frontage	Continuous frontage	Yes	Compliant
1.4.5.3	Pedestrian Awning	Adjoining main street	Yes	Compliant

Source	Development Standard	Requirement	Proposed	Compliance
1.4.5.5	On site parking location	Not located between the building and the street	Parking located behind awning extension on Portobello Road	Variation sought
1.4.5.6	Pedestrian access	Adjoining the main street	Pedestrian access to the building is via Portobello Road	Compliant.
1.4.5.7	Gross Retail Floorspace	Max. 1000m^2 GLA adjoining main street OR Behind other tenancy if exceeding 1000m^2 of GLA	No small tenancies screen the proposed ALDI Supermarket.	Variation sought
1.4.5.8	Ground floor window treatment	Minimum of 70% of building façade facing main street	Approximately 77% of the ground floor building façade is treated with glazing	Compliant
1.4.5.9	Building Height	Maximum 3 storeys	1 storey	Compliant
1.4.5.10	Disabled Persons' pick-up/drop-off to enable convenient access.		ACROD bays located in close proximity to entrance of building	Variation sought

Table 4: DDCODP Development Standards

The proposal is generally compliant with the abovementioned development standards, with minor variations being sought to:

- The location of car parking.
- The size of the retail tenancy fronting Portobello Road.
- The location of disabled persons pick up and drop off parking facilities.

Justification in support of these variations is provided below.

It should be noted that in accordance with Clause 27 of Schedule 2 of the Planning Regulations, a decision maker for an application for development approval in an area covered by an approved structure plan is to have due regard to, but is not bound by, the structure plan when deciding the application. Therefore, the above development standards not binding in this instance and can be varied.

5.4.1 Location of Car Parking

The intent of the Section 1.4.5.5 of the DDCODP is to locate onsite parking behind buildings and screened from view from public roads. Given the nature of the proposed development and the size and shape of the Development Area, it is difficult to meet this requirement. To offset any perceived impact of car parking located next to Portobello Road, a large awning extension is proposed along the majority of the Portobello Road lot frontage. This will provide a built form presence on Portobello Road and a community seating space / meeting place for locals. The intent is that this will produce a similar pedestrian space that exists on the eastern side of Portobello Road near the entrance to the Woolworths development. Therefore, this variation should be supported.

5.4.2 Size of the Retail Tenancy

The intent Section 1.4.5.7 of the DDCODP is to create street level activation from ground floor tenancies facing Portobello Road. The proposal meets this intent, whilst not specifically complying with it. The proposal includes large floor to ceiling windows for the length of the building facing Portobello Road, which is a positive streetscape outcome as it will allow clear sightlines into the building and create an open environmental during operating hours. The awning also provides weather protection and encourages pedestrian movements on Portobello Road. The awning extension ensures that this continues for the majority of the street frontage. This will encourage street level activity which meets the intent of the provision, and the variation should be supported.

5.4.3 Location of Disabled Parking

The intent of Section 1.4.5.10 of the DDCODP is to ensure safe vehicular access for people with disabilities. Whilst not specifically complying with this requirement by providing separate disabled pick up and drop off bays, the proposal does incorporate ACROD parking bays in proximity to the building entrance in a safe location. They are situated in a convenient and safe location which allows users to access the proposal in a safe manner. Therefore, this variation should be supported.

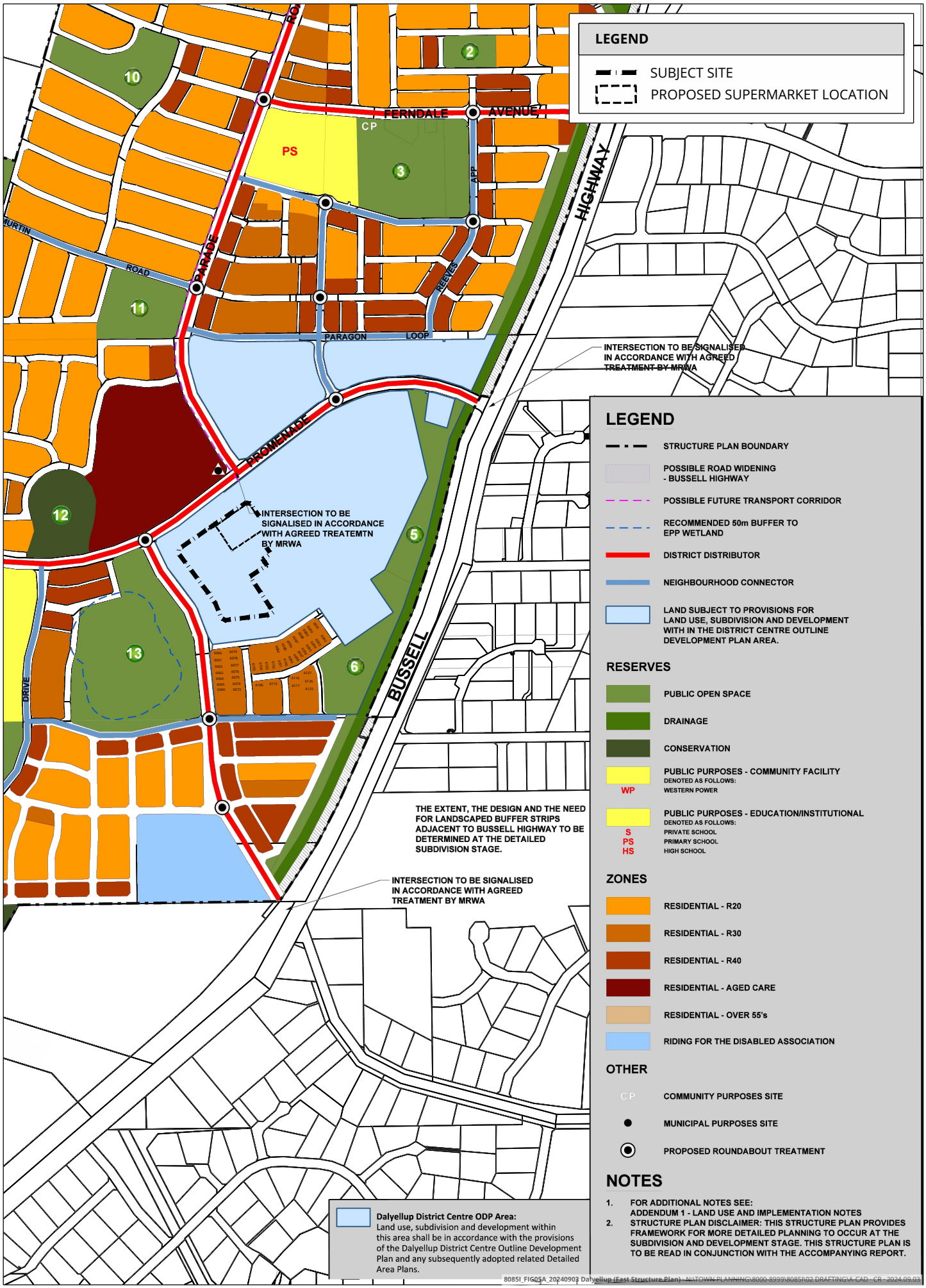

FIGURE 5

DALYELLUP EAST STRUCTURE PLAN

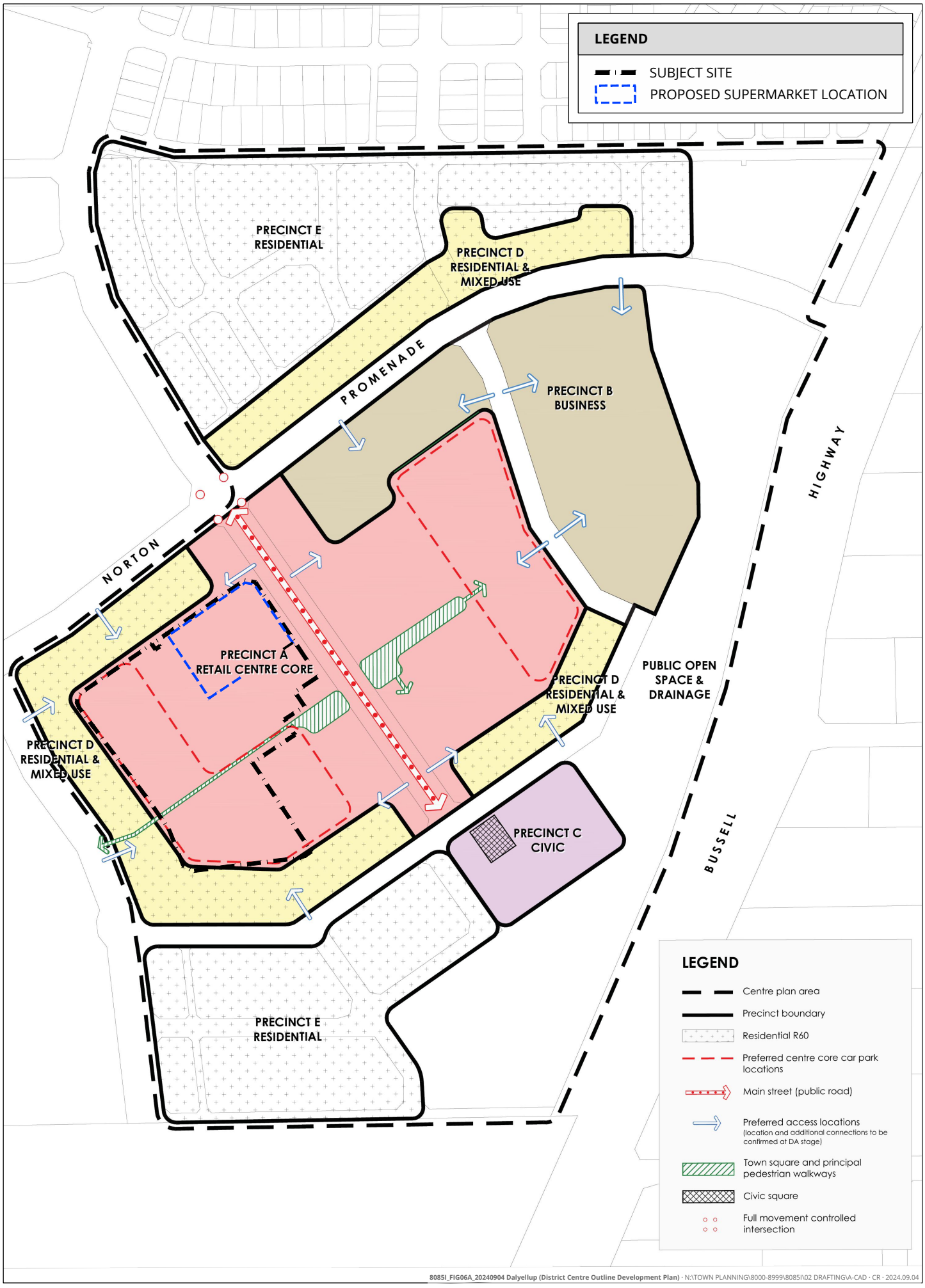

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FIGURE 6

DALYELLUP DISTRICT CENTRE OUTLINE DEVELOPMENT

5.5 Local Planning Policies

5.5.1 Local Planning Policy No. 6.1 – Vehicle Parking

Local Planning Policy No. 6.1 – Vehicle Parking (**LPP6.1**) was adopted by the Shire in April 2023 and sets outs the requirements for access and parking of vehicles within the Shire.

The following table refers to the parking requirements for a Shop land use class as outlined in LPP6.1:

Land Use	Type of Parking	Parking Requirement	Floorspace	Parking Required	Total Provided
Shop	Car Parking	1 bay per 20m^2 of NLA, plus 2% of overall car parking bays required for ACROD bays	1,443m^2	72.15	
	Motorcycle	2% of overall parking bays required for motorcycles	72.15 x 2%	1.44	
	Bicycle	1 space per 200m^2 of NLA	1,443m^2	7.22	
	Service Vehicles	1 bay for visiting service vehicles	-		
Loss of existing on-street parking bays				6.00	
Total	**-**	**-**	**Car Parking Bays**	**79**	**85**
			Motorcycle Bays	**2**	**0**
			Bicycle Bays	**8**	**10**
			Service Vehicles	**1**	**1**

Table 5: Parking Requirements

Based on the above, the proposed development is generally compliant with the parking requirements, with exception of a minor variation to the number of motorcycle bays required. There is a surplus of car parking bays to offset any shortfall of motorcycle bays. Therefore, the proposed shortfall of motorcycle bays should be supported.

5.5.2 Local Planning Policy No. 6.8 – Urban Landscaping

Local Planning Policy No. 6.8 – Urban Landscaping (**LPP6.8**) was adopted by the Shire in August 2023 with the purpose of providing requirements regarding landscaping for all urban areas within the Shire. The objectives of LPP6.8 are as follows:

- *Provide guidelines for the sustainable landscaping and maintenance of public spaces and development sites;*
- *Provide for the needs of the community by ensuring that public spaces are functional, accessible, healthy and safe for the intended purpose;*
- *Increase canopy cover;*
- *Retain existing native vegetation for its environmental, landscape amenity and cultural heritage values; and*
- *Use indigenous species in the landscape to reflect a sense of place and enhance ecological outcomes.*

LPP6.8 outlines the landscaping requirements for the different zones and reserves found within the Shire. The following requirements are applicable to all developments within the 'District Centre" zone:

- *Planting beds adjacent to showrooms, windows, doors and car parks should be designed to deter loitering and enhance surveillance by using trees with clean stemmed trunks planted in association with shrubs and ground covers not exceeding 1.0 metre in height;*
- *In relation to uncovered car parking areas in non-residential developments, 'standard trees' that provide shade cover are to be provided at a minimum rate of 1 tree per 4 bays; and*
- *All new trees on the site and on the street verge are to be planted and watered (via reticulation or other similar method) for the first two summers by the landowner or developer, to the satisfaction of the Shire.*

Furthermore, LPP6.8 requires all non-residential development applications to be supported with a detailed Landscaping Plan.

The proposed development is compliant with the above requirements for the following reasons:

- Ground cover plants will not exceed 1m in height.
- The proposal includes one (1) tree per four (4) open air car parking bay.
- New trees will be planted and maintained by the development in accordance with LPP6.8.
- This Application is supported by a Landscape Concept Plan. Refer **Attachment 3 – Landscape Concept**.

5.5.3 Local Planning Policy No. 6.11 – Signage and Advertising

Local Planning Policy No. 6.11 - Signage and Advertising (**LPP6.11**) was adopted by the Shire in August 2023 with the intention of establishing the Shire's position in relation to the development of signs and adverts for a range of business or commercial purposes, ancillary to the main use of premises on which the sign is located. The objectives of LPP6.11 are as follows:

- *Encourage signs which are adequate and effective for business identification needs;*
- *Promote a high standard of design and presentation of signs that are well integrated with the built form, harmonious with the site, surrounding environment and generally appropriate to their location;*
- *Ensure that the siting, design and general appearance of the advertising and signage does not detract from the landscape values, amenity and rural character of the locality;*
- *Minimise visual clutter and rationalise the overall number of signs in a streetscape of individual premises;*
- *Signs to be constructed and maintained to essential standards of public safety;*
- *Ensure that signs are not located or designed in a manner that would be hazardous to pedestrians and motorists; and*
- *To protect the significance of heritage places or buildings.*

The proposed development includes the following forms of signage:

- One (1) pylon sign in the eastern corner of the Development Area. The pylon sign is 8.5m in height, mounted on a single pole that is 0.325m wide. The sign is 2.0m in width and 2.4m in height.
- Two (2) small gable signs mounted to the northern façade of the building. The small gables are 1.2m in width and 1.44m in height.

- Two (2) large gable signs mounted above the building entrance and the western facade of the building. The large gables are 2.0m in width and 2.4m in height.
- One (1) digital poster box installed near the entrance of the building.

In accordance with LPP 6.11, the pylon sign is considered a Pylon Sign, the gable signs are considered Wall Signs and the digital poster box sign is a Changeable Message Sign. The following table provides a summary of an assessment of the proposed signage.

Sign Type	Requirements	Comment
Pylon Sign	- *The maximum sign face area is 20m2 per face, for a maximum of two faces;* - *The maximum height above the ground is to be 6.5m or the height of a building in close proximity, whichever is the greater, but is not to exceed 10m;* - *Must be mounted as a free-standing structure;* - *Shall be subject to engineering certification of the structural adequacy of the billboard sign and its supporting structure;* - *Must be located less than 2m from the front property boundary (including the primary and secondary street frontages of a comer lot) and must not project beyond the alignment of any property boundary;* - *Must not face adjoining premises unless the sign is a minimum of 3m from the property boundary of that premises, or unless the landowner of the adjoining premises consents to the sign being a lesser distance from the boundary;* - *Must not expose an unsightly back of view of the sign to a road or other public place; and* - *Must not be located on a street frontage of a premises along which is located another pylon sign, billboard sign, ground sign or pole sign.*	The proposed pylon sign is generally compliant with these requirements, with minor variations proposed: - The pylon sign has a total face area of 4.8m2. - The pylon sign has a height lesser than the height of the proposed building, at 8.0m. - The pylon sign is a freestanding structure. - The structure will be certified as part of the building permit process. - The pylon sign is located within the 2m setback area. This variation is considered to be minor in nature and will not impact the use of the adjoining footpath or the amenity of the streetscape. - The pylon sign faces north and south to provide visual assistant to vehicles on Portobello Road. - No other pylon sign is proposed.
Wall Sign	- *A wall sign is to only to display the name, logo or slogan of the business premises to which the sign is applied.* - *The maximum single face area is 45m² and must not extend beyond 12.0m above the ground.* - *Must not project more than 300mm from the wall and/or fascia to which it is affixed.* - *Must not to project beyond the edges of a wall and/or fascia.* - *A wall sign, which extends above a wall, may be considered as a roof sign*	The proposed wall signs are compliant with these requirements for the following reasons: - The wall signs display the name and logo of the business that will occupy the development. - The wall signs are not located more than 8.5m above the ground. - The wall signs do not project more than 250mm from the wall. - The wall signs have a maximum face area of 4.8m^2.

Sign Type	Requirements	Comment
Changeable Message Sign	- *Has a maximum height of 1.8m above natural ground level;* - *No more than one double faced, changeable message sign having a maximum area of 2.8m² per face is to be displayed per street frontage.*	The sign does exceed the maximum height slightly, with a total height of 1.9m above ground level. However, the sign is single sided only and has a face area of 1.4m2, which is half the area permitted per sign. Therefore, this variation should be supported.

Table 6: Signage Assessment

5.6 Design Review Panel

The Shire's Design Review Panel (**DRP**) is an independent group responsible for providing the Shire with advice on design matters in relation to certain development proposals during the Shire's assessment of the application. As per discussions between the Applicant at the Shire, this proposal will be presented to the Shire's DRP for consideration prior to determination. Rowe Group will submit this Application to the Shire on Friday 8 November 2024for consideration by its DRP.

6. Technical Considerations

6.1 Acoustic

An Environmental Acoustic Assessment (**EAA**) has been prepared by Herring Storer Acoustics to demonstrate compliance with the Noise Regulations.

Refer to **Attachment 5 – Acoustic Assessment.**

The EAA concludes that the proposed development complies with the regulatory standards. To ensure ongoing compliance, noise mitigation measures outlined in the EAA will be implemented.

6.2 Traffic

A Transport Impact Assessment (**TIA**) has been prepared by WSP in accordance with the WAPC's Transport Impact Assessment Guidelines.

Refer to **Attachment 6 – Transport Impact Assessment**.

The existing Dalyellup District Centre Structure Plan assumes access and egress to the subject Site via Grafton Lane. This arrangement relies on rear laneway access running north to south and providing access to the Lots fronting the western side of Portobello Road. The viability of this arrangement, as well as the proposed access arrangement from Portobello Road, have been assessed in a Technical Note prepared by WSP and provided to the Shire for independent review. Refer **Attachment 7 – Access Arrangement Technical Note**.

The findings of the Shire's independent Site Access Review recommends a full-movement intersection. Refer **Attachment 8 – Site Access Review**. As a compromised outcome, this proposal includes a left-in, left-out and right-in access arrangement from Portobello Road. This proposed access arrangement is supported by the TIA.

The TIA demonstrates that the proposed development will not have an adverse impact on the surrounding road network. The estimated increase in vehicle traffic from staff, visitors, and trucks is minimal and is not expected to impact on the road network.

7. Conclusion

This Report has been prepared in support of the proposed development of an ALDI Supermarket and associated parking and signage at Lot 9056 Portobello Road (**the subject site**).

We request the Shire of Capel (**the Shire**) approve this Application for Development Approval for the following reasons:

- The proposed development is consistent with the 'Urban' Zone under the *Greater Bunbury Region Scheme* (**GBRS**).
- The proposed development is an appropriate form of development within the 'District Centre' Zone under the *Shire of Capel Local Planning Scheme No. 8* (**LPS8**).
- The proposed development is consistent with the 'Shop' land use definition and is permissible under the LPS8 Zoning Table.
- The proposed development is consistent with the development standards set out in LPS8.
- The proposed development is consistent with the policy objectives of *State Planning Policy No. 2.7 – Public Drinking Water Source* (**SPP2.7**).
- The proposed development is consistent with the provisions of *State Planning Policy No. 4.2 – Activity Centres* (**SPP4.2**).
- The proposal is supported by a Design Quality Statement addressing the ten (10) design principles set out in *State Planning Policy No. 7.0 – Design of the Built Environment* (**SPP 7.0**).
- The proposed development will assist in addressing the Shire's *Local Planning Strategy*.
- The proposed development is generally consistent with the development standards set out in the *Dalyellup District Centre Outline Development Plan* (**DDCODP**). Whilst minor variations to several development standards are proposed, sufficient justification is provided and should be supported.
- The proposal is generally consistent with the relevant Local Planning Policies, including Local Planning Policy No. 6.1 – Vehicle Parking (**LPP6.1**), Local Planning Policy No. 6.8 – Urban Landscaping (**LPP6.8**) and Local Planning Policy No. 6.11 - Signage and Advertising (**LPP6.11**)
- The proposed development is unlikely to have any adverse impact on the surrounding road network as demonstrated by the Transport Impact Assessment.
- The proposed development is compliant with the relevant noise requirements set out in the *Environmental Protection (Noise) Regulations 1997* (**Noise Regulations**).

ATTACHMENT 1

Certificate of Title

WESTERN AUSTRALIA

TITLE NUMBER	
Volume	Folio
4056	**124**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

BGRoberts

REGISTRAR OF TITLES

REGISTRAR OF TITLES WESTERN AUSTRALIA

LAND DESCRIPTION:

LOT 9056 ON DEPOSITED PLAN 428912

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

DALYELLUP BEACH PTY LTD OF LEVEL 3 27-31 TROODE STREET WEST PERTH WA 6005
(AF Q073504) REGISTERED 21/8/2024

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR ELECTRICITY SUPPLY PURPOSES TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 428912 AS CREATED ON DEPOSITED PLAN 77748
2. N676075 RESTRICTIVE COVENANT TO ELECTRICITY NETWORKS CORPORATION - SEE DEPOSITED PLAN 428912. REGISTERED 19/7/2017.
3. O186493 EASEMENT TO SHIRE OF CAPEL FOR PUBLIC ACCESS PURPOSES - SEE DEPOSITED PLAN 428912 REGISTERED 21/8/2019.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

----------END OF CERTIFICATE OF TITLE----------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	DP428912
PREVIOUS TITLE:	4042-683
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	SHIRE OF CAPEL

ATTACHMENT 2

Architectural Drawings

PROPOSED ALDI DALYELLUP

Lot 9053 PORTOBELLO ROAD

DALYELLUP, WESTERN AUSTRALIA

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www.nielsenarchitects.com.au

PROPOSED ALDI
DALYELLUP

TABLE OF CONTENTS

DRAWING NO	REVISION	DRAWING TITLE	SCALE
DA00.01	B	LOCALITY PLAN	1:1500
DA01.01	-	TITLE PLAN	1:1000
DA02.01	-	EXISTING & DEMOLITION SITE PLAN	1:500
DA02.02	B	PROPOSED SITE & FLOOR PLAN	1:500
DA02.03	B	PROPOSED ROOF PLAN	1:500
DA03.01	B	PROPOSED ELEVATIONS	1:250
DA04.01	B	PROPOSED SECTIONS	1:250
DA06.01	B	PROPOSED SIGNAGE PLAN	1:500
DA06.02	B	SIGNAGE DETAILS	1:50
DA08.01	B	PROPOSED 3D VISUAL RENDER	NTS
DA08.02	B	PROPOSED 3D VISUAL RENDER	NTS

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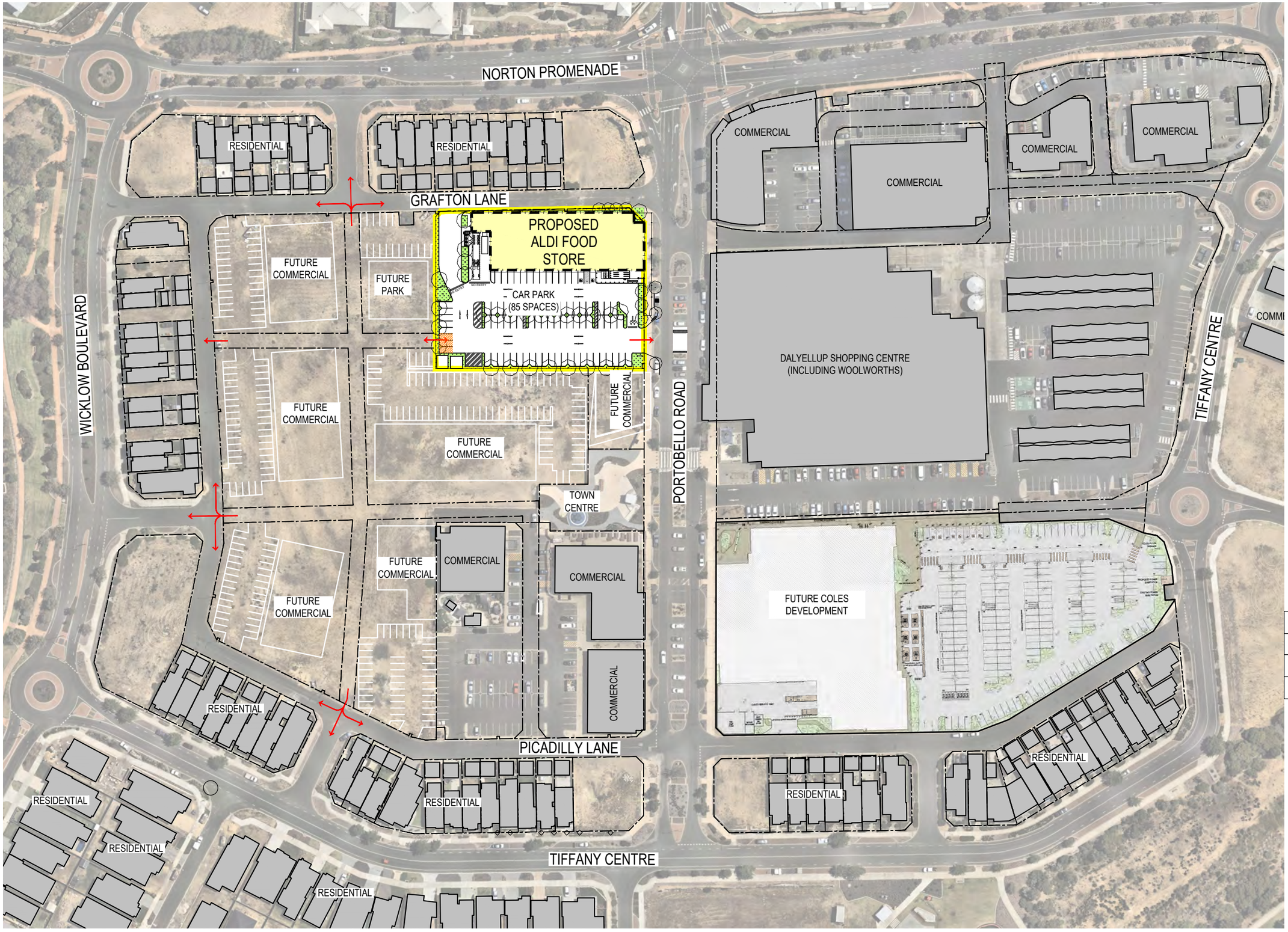

1 - LOCALITY PLAN
1:1500

NOTES

ORIGINAL A3

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B	07.11.24	REV PLANNING	LT	TB

PROPERTY DESCRIPTION	
TOTAL ALDI DEVELOPMENT AREA	5465m²
PROPOSED ALDI BOUNDARY	
EXISTING BOUNDARIES	

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
LOCALITY PLAN

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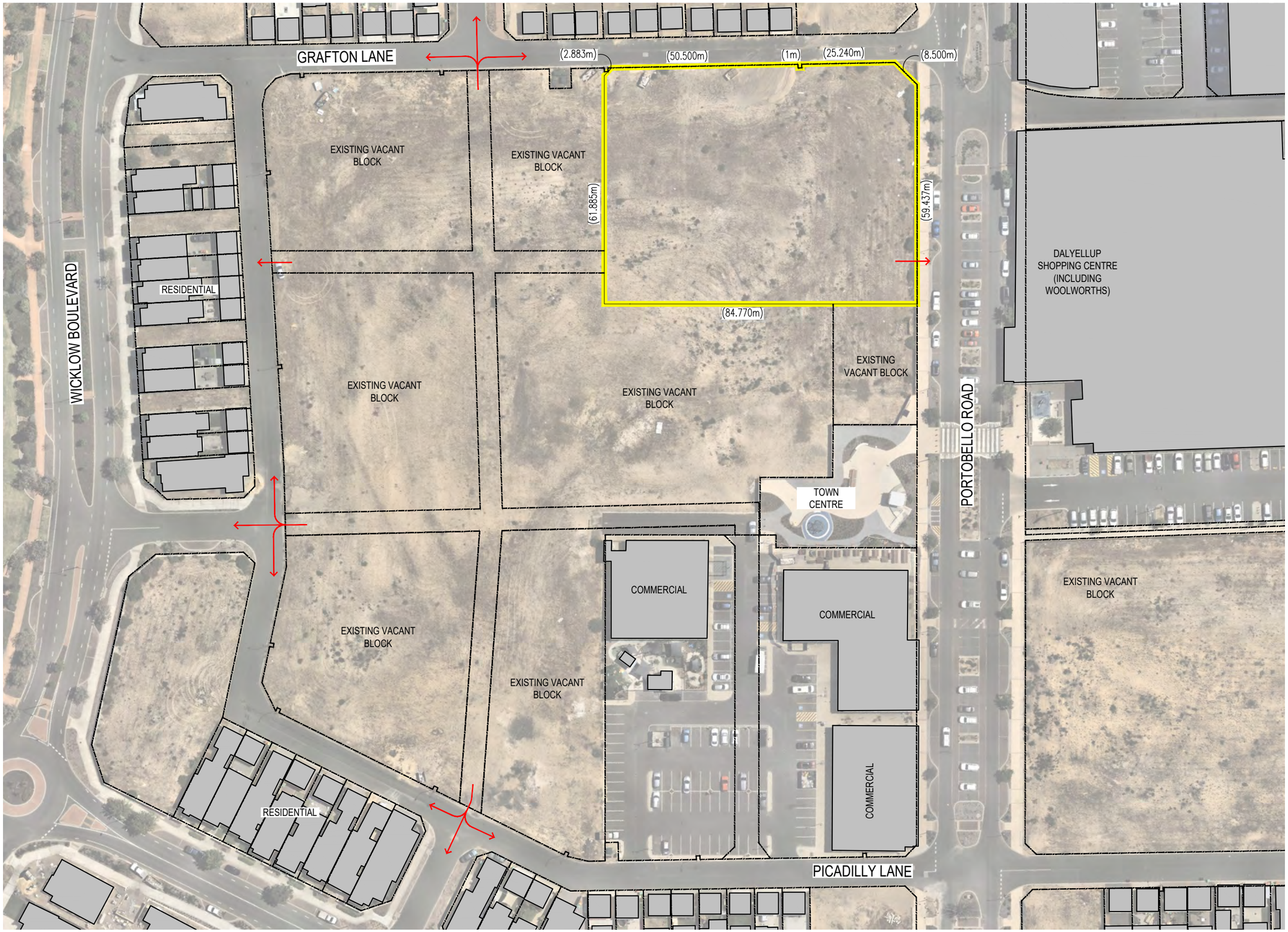

1 / - TITLE PLAN
1:1000

NOTES

ORIGINAL A3

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TITLE PLAN LEGEND	
EXISTING TITLE LINE	
SUBJECT SITE	
PROPOSED ALDI TITLE	(00.00m)
ALDI SITE AREA	5465m²
EXISTING STRUCTURES	

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
TITLE PLAN

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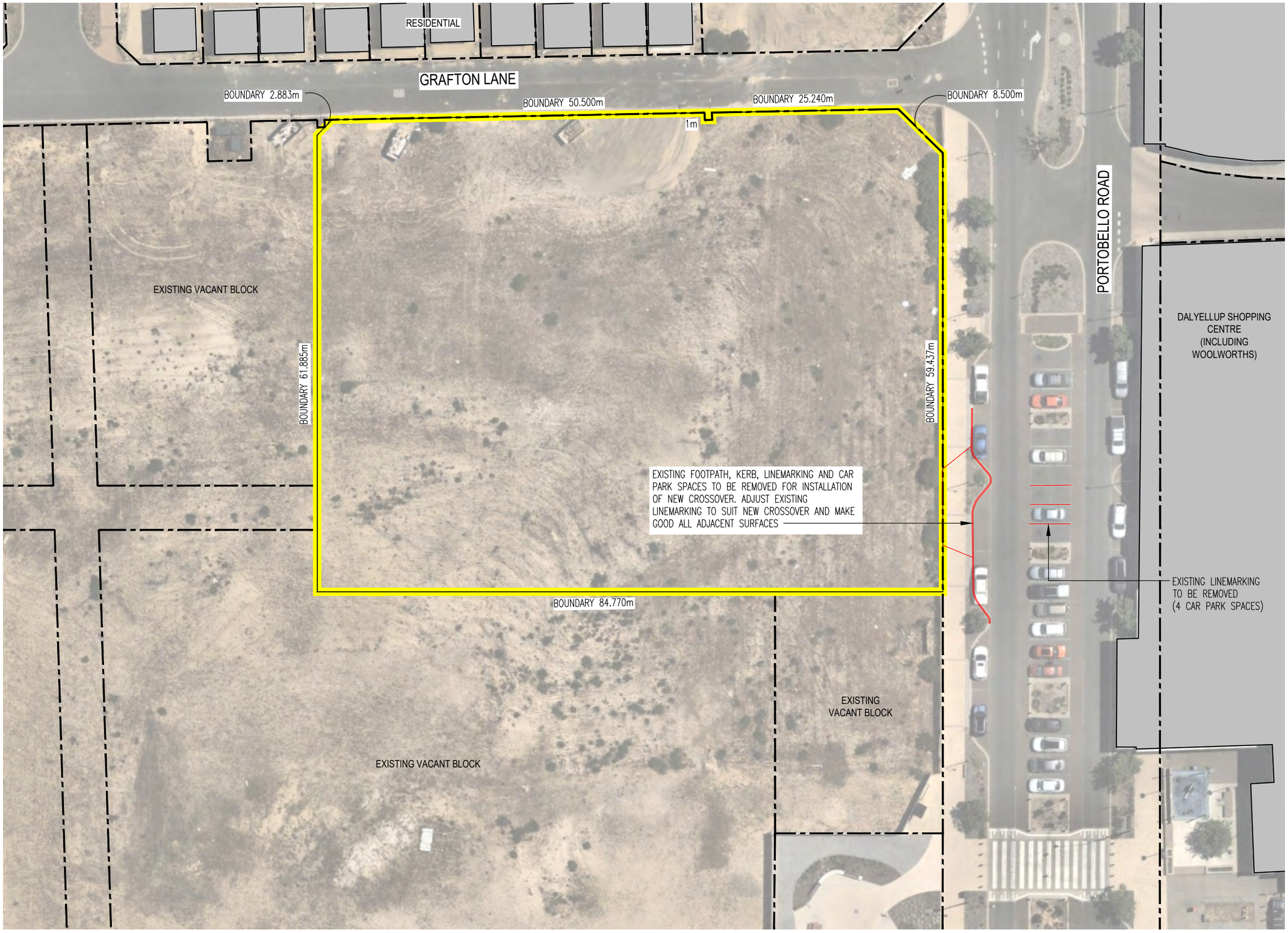

1 / - EXISTING & DEMOLITION PLAN
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NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

DEMOLITION LEGEND	
ITEMS TO BE DEMOLISHED	
EXISTING BOUNDARY	
PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
EXISTING & DEMOLITION SITE PLAN

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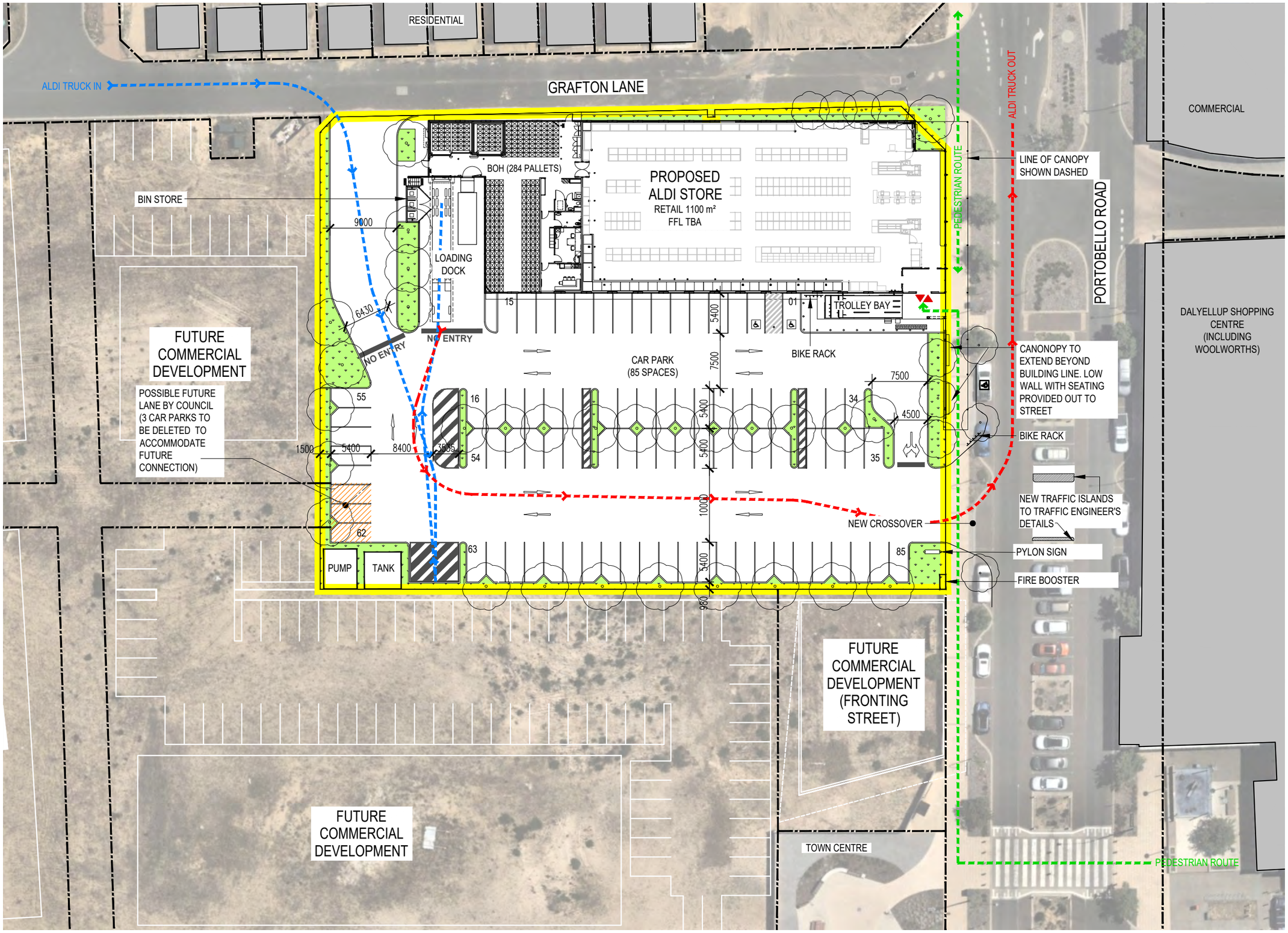

1 / - PROPOSED SITE & FLOOR PLAN
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NOTES

ORIGINAL A3

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B	07.11.24	REV PLANNING	LT	TB

PROPERTY DESCRIPTION	AREA m^2
ALDI GROSS FLOOR AREA	1505m^2
ALDI NETT FLOOR AREA	1443m^2
REGULAR AREA SALES	1033m^2
CUSTOMER AREA–RETAIL	67m^2
GENERAL AREA INFORMATION	1100m^2
TOTAL STORAGE AREA	268m^2
GENERAL STORAGE AREA	227m^2
FREEZER STORAGE AREA	17m^2
CHILLER STORAGE AREA	24m^2
SIDE ROOMS AREA (AMENITIES)	75m^2
OTHER INTERNAL FLOOR AREA	62m^2

PROPERTY DESCRIPTION	AREA m^2
ALDI SITE AREA	5465m^2
EXTERNAL LAND AREA	3960m^2
SITE CIRCULATION AREA	1840m^2
PARKING AREA	1197m^2
DELIVERY AREA	187m^2
OTHER EXTERNAL LAND AREA	736m^2
ALDI PARKING SPACES LAND	85
ALDI GROSS FLOOR AREA	1505m^2
EXISTING BOUNDARIY	
PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED SITE & FLOOR PLAN

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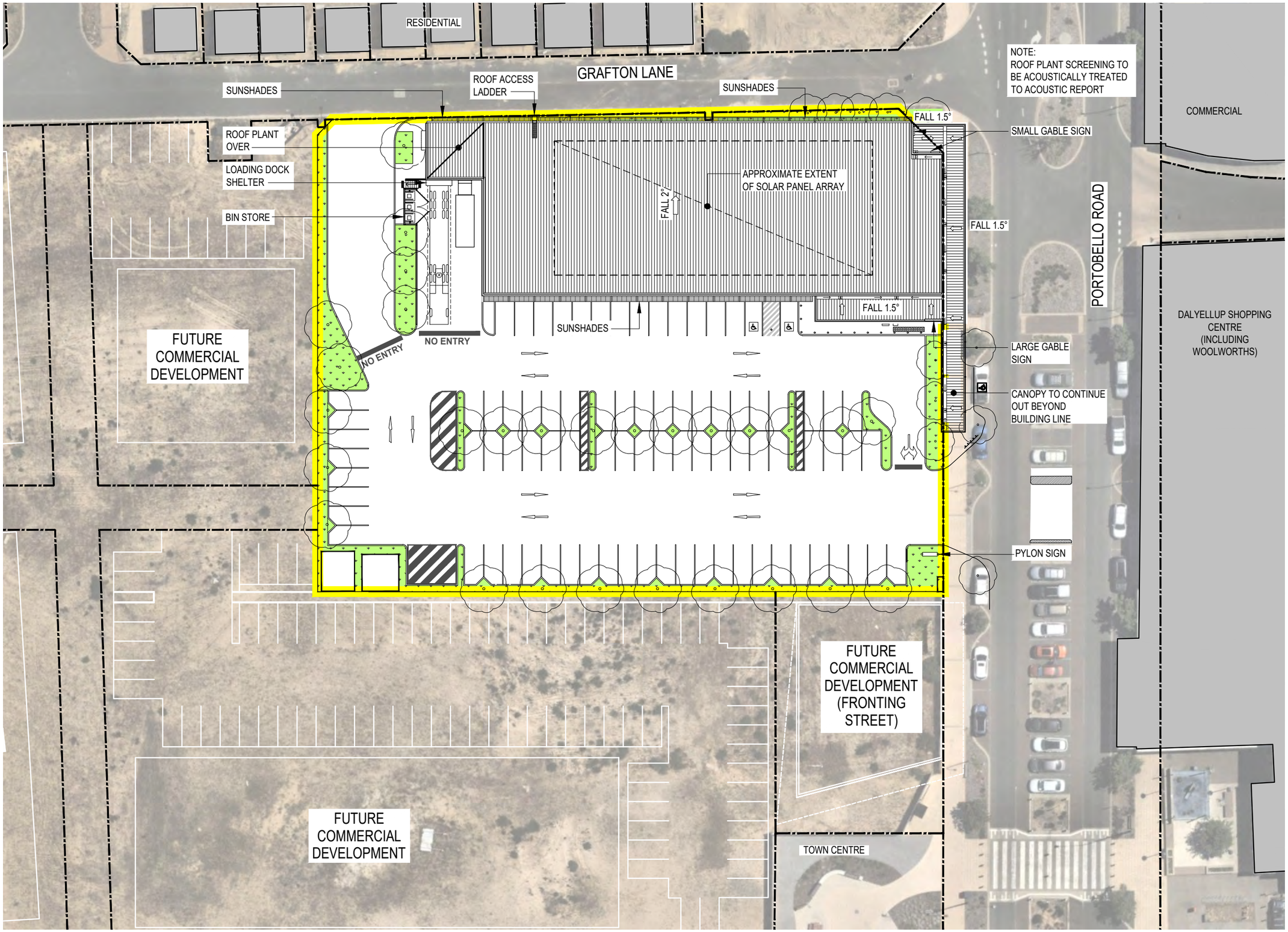

1 / - PROPOSED ROOF PLAN
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NOTES

ORIGINAL A3

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B	07.11.24	REV PLANNING	LT	TB

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED ROOF PLAN

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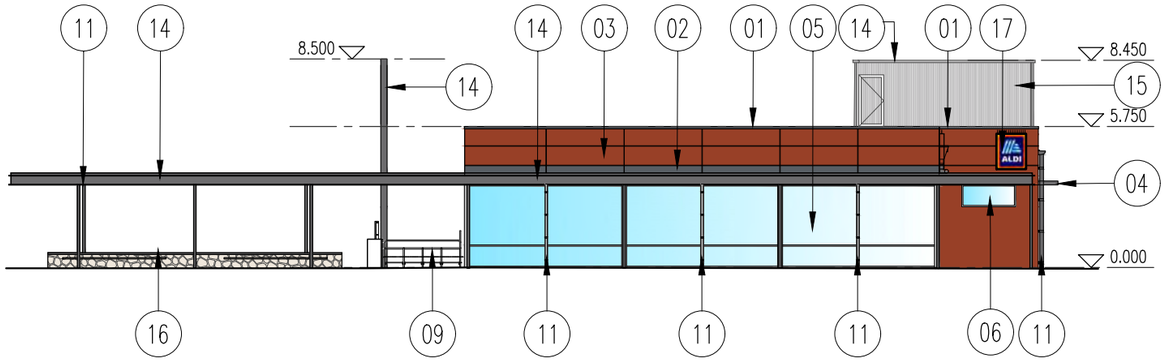
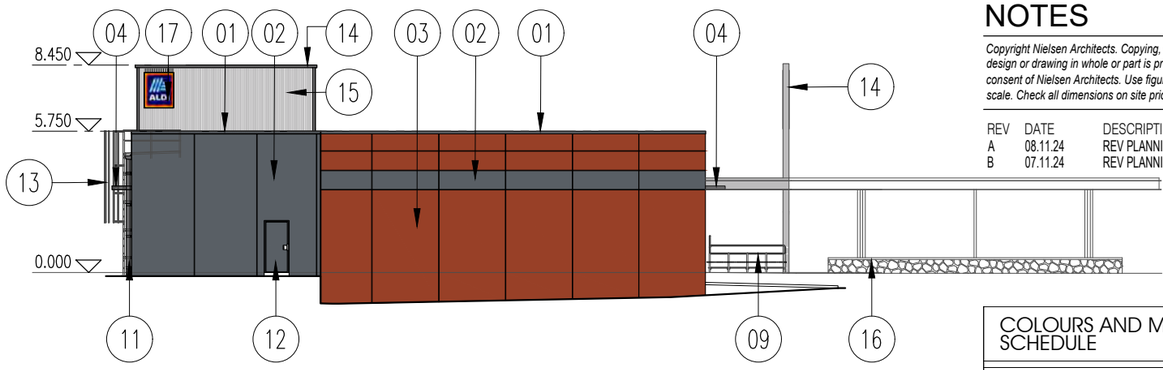


1 - EAST ELEVATION
1:250



2 - WEST ELEVATION
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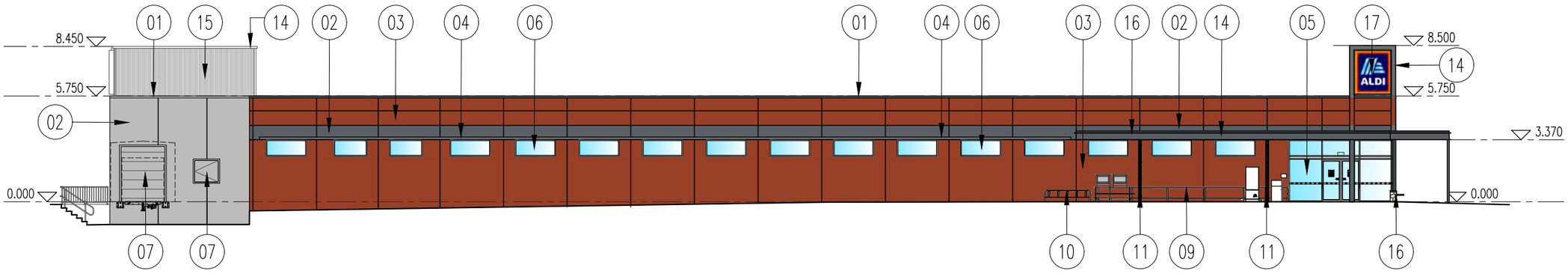

3 - SOUTH ELEVATION
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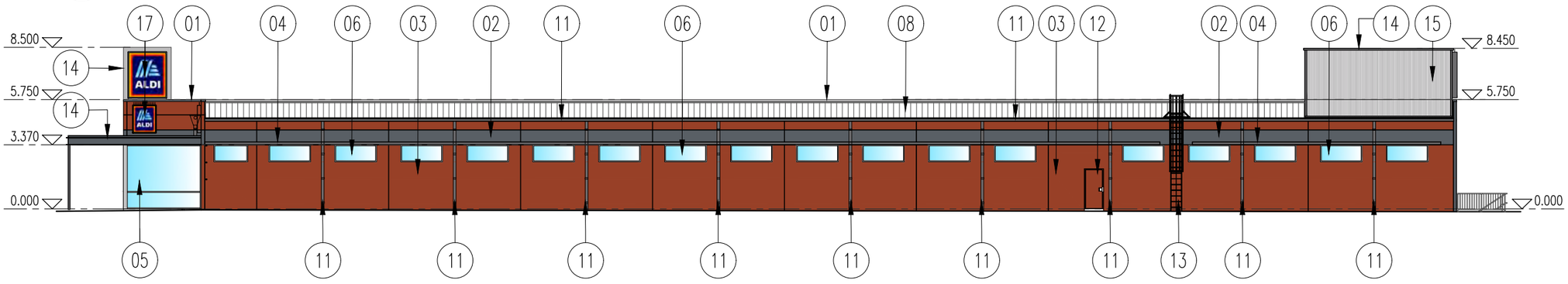
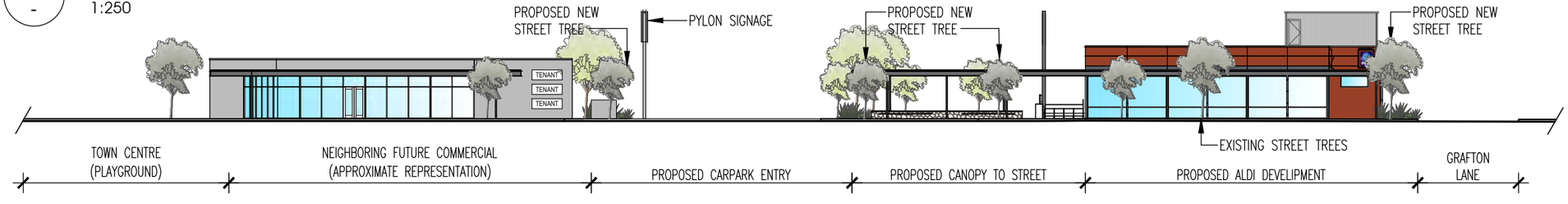


4 - NORTH ELEVATION
1:250

NOTE:
ROOF PLANT SCREENING TO BE ACOUSTICALLY TREATED TO ACOUSTIC REPORT



5 - PORTABELLO ROAD STREETSCAPE ELEVATION
1:400

NOTES

ORIGINAL A3

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B	07.11.24	REV PLANNING	LT	TB

COLOURS AND MATERIALS SCHEDULE

- 01 - COLORBOND CAPPING, COLOUR 'BASALT'
- 02 - PRECAST RC PANEL, PAINT FINISH DULUX 'DRIVETIME'
- 03 - PRECAST RC PANEL, PAINT FINISH DULUX 'FLUORESCENT FIRE'
- 04 - SUNSHADE - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
- 05 - SHOPFRONT - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
- 06 - WINDOWS - ANODISED ALUMINIUM FRAMES, NATURAL FINISH
- 07 - PANEL LIFT DOOR AND COMPACTOR DOOR , 'BASALT'
- 08 - COLORBOND ROOF SHEETING, COLORBOND 'SURFMIST'
- 09 - TROLLEY BAY, GALVANISED FINISH
- 10 - BIKE RACK, GALVANISED FINISH
- 11 - GUTTER, DOWNPIPES & RAINWATER HEAD - COLORBOND, 'BASALT'
- 12 - DOOR AND DOOR FRAME - PAINTED FINISH, MATCH ADJACENT
- 13 - ROOF ACCESS LADDER, GALVANISED FINISH
- 14 - EXPOSED STEEL STRUCTURE, PAINTED FINISH DULUX 'BASALT'
- 15 - ROOF PLANT SCREEN, COLORBOND 'BASALT'
- 16 - FEATURE STONE CLADDING COLOUR: PGH NATURAL FIELDSTONE
- 17 - ALDI ILLUMINATED SIGN

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED ELEVATIONS

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PROJECT No	DRAWING No	STATUS	REV
2976	DA03.01	DA	B

NOTES

ORIGINAL A3

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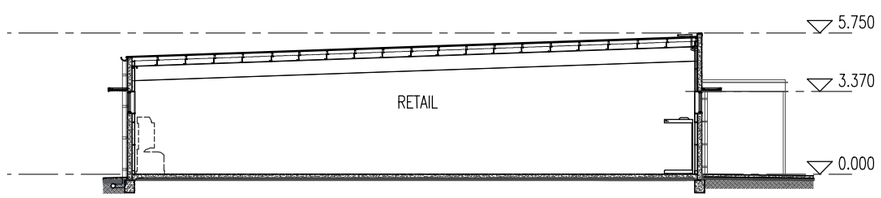

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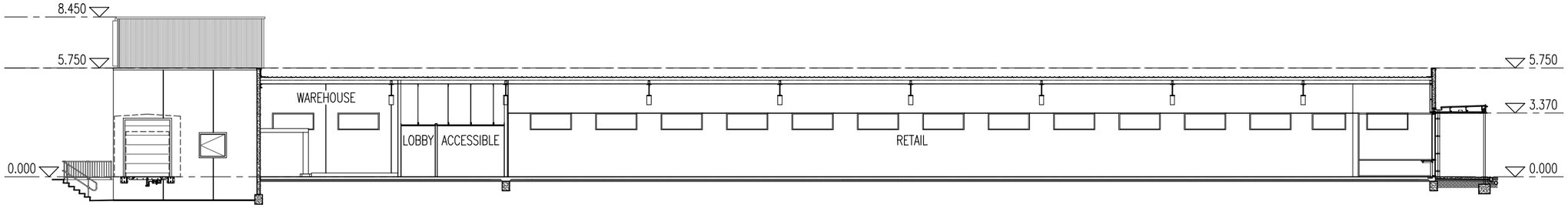

2 / - SECTION
1:250

PROPERTY DESCRIPTION	
CEILING HEIGHT SALES AREA	5015mm
CEILING HEIGHT STORAGE	3810mm
CEILING HEIGHT SIDE ROOMS	2700mm

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED SECTIONS

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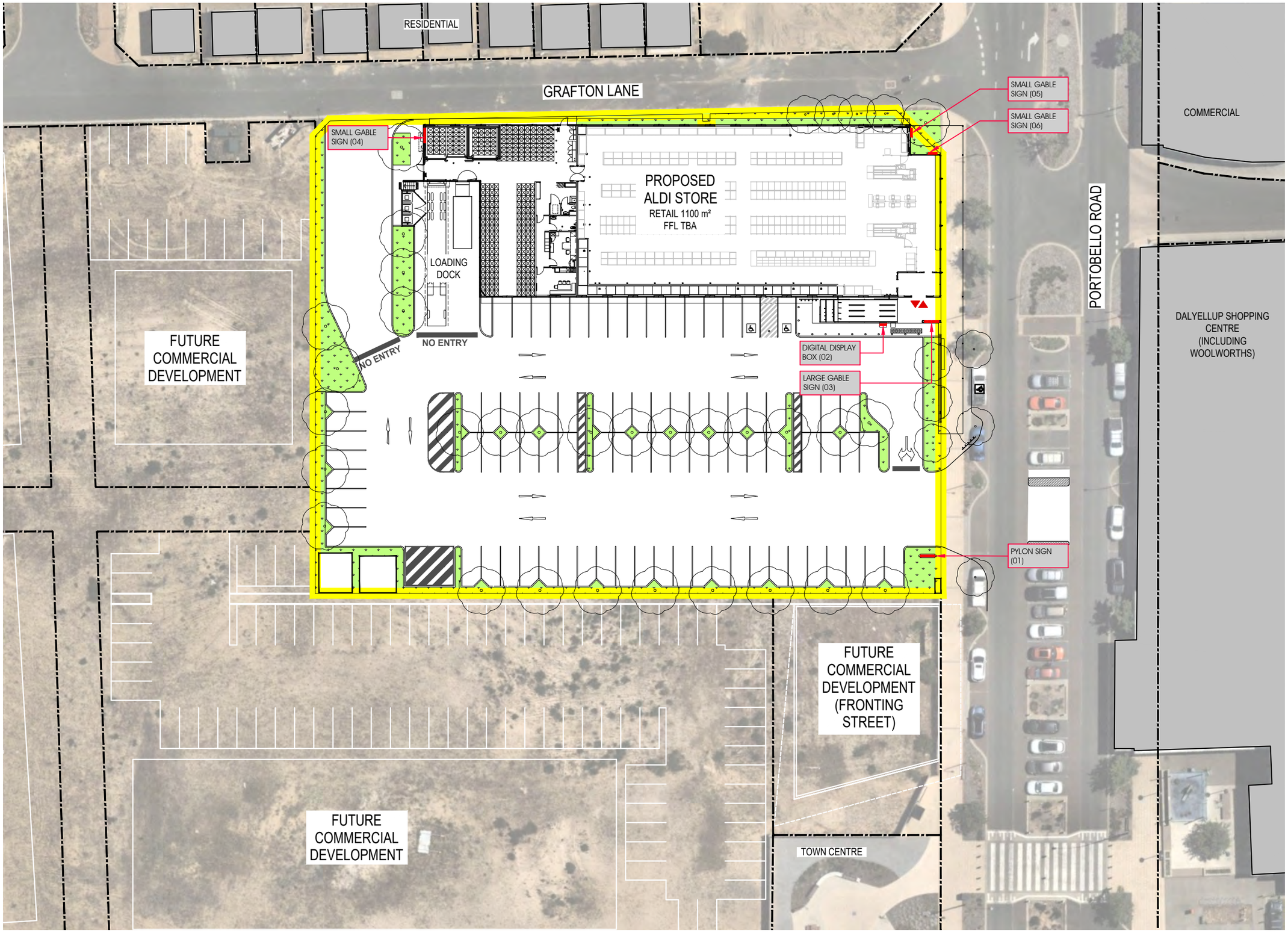


1 / - PROPOSED SIGNAGE PLAN
1:500

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	08.11.24	REV PLANNING	LT	TB
B	07.11.24	REV PLANNING	LT	TB

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED SIGNAGE PLAN

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
South Australia 5152
p: 08 8339 8008
f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:500	NOV 2024	DS	TB

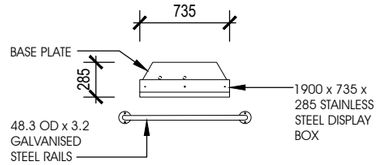
PROJECT No	DRAWING No	STATUS	REV
2976	DA06.01	DA	B

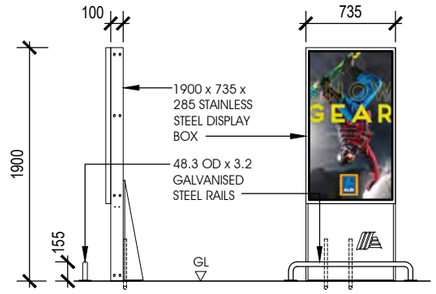
POLE
2 X 219DIA. X 9MM CHS
8.4m TALL WITH WELDED PFC MOUNTING BRACKETS
32mm MS BASE PLATE
HOT DIPPED GALVANISED
MIO PAINT FINISH

FOOTING
CONCRETE FOOTING TO ENGINEERS DETAIL

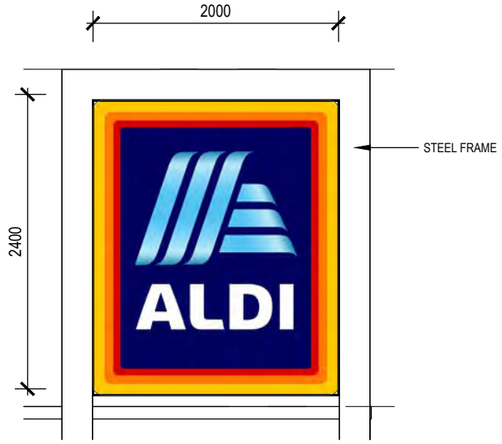
LIGHTBOX
LIGHT BOX 01-2400 X 2000 X 503 DOUBLE SIDED FLEX FACE BOX
LIGHT BOX 02-300 X 2000 X 503 DOUBLE SIDED FLEX FACE BOX
INTERNAL MILD STEEL FRAME
ALUMINIUM 'OZ' FLEX FACE EXTRUSION
1.6mm ALUMINIUM EXTERNAL CLADDING
2 PACK POLYURETHANE INTERNAL PAINT FINISHES
MIO PAINT FINISH TO EXTERNAL SURFACE
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING
MULFORDS SX GRADE FLEX FACE (NO VISIBLE JOINS)
TECHNOGRAPH AND 3M SELF-ADHESIVE VINYL
LIGHT OUTPUT; CALVIN - 40,000 LUMENS 16,500

1 ALDI PYLON SIGN (01)
1:50



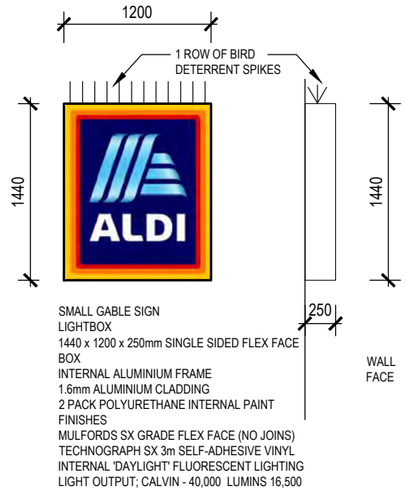


2 DIGITAL POSTER BOX (02)
1:50



LARGE GABLE SIGN
LIGHTBOX
2000w X 2400h X 292mm DOUBLE SIDED FLEXFACE BOX.
PAINT FINISH EXTERNAL: DULUX OLD PEWTER 50243 70% GLOSS IN 2 PACK POLYURETHANE OR POWDERCOAT FP964
PAINT FINISH INTERNAL: FLAT WHITE
INTERNAL ILLUMINATION: 'DAYLIGHT' FLUORESCENT TUBES SPACED EVENLY
LIGHT OUTPUT: CALVIN - 40,000 LUMENS 16,500

3 LARGE GABLE SIGN (03)
1:50



SMALL GABLE SIGN
LIGHTBOX
1440 x 1200 x 250mm SINGLE SIDED FLEX FACE BOX
INTERNAL ALUMINIUM FRAME
1.6mm ALUMINIUM CLADDING
2 PACK POLYURETHANE INTERNAL PAINT FINISHES
MULFORDS SX GRADE FLEX FACE (NO JOINS)
TECHNOGRAPH SX 3m SELF-ADHESIVE VINYL
INTERNAL 'DAYLIGHT' FLUORESCENT LIGHTING
LIGHT OUTPUT; CALVIN - 40,000 LUMINS 16,500

5 SMALL GABLE SIGN (04, 05, 06)
1:50

NOTES
ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	08.11.24	REV PLANNING	LT	TB
B	07.11.24	REV PLANNING	LT	TB

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
SIGNAGE DETAILS

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
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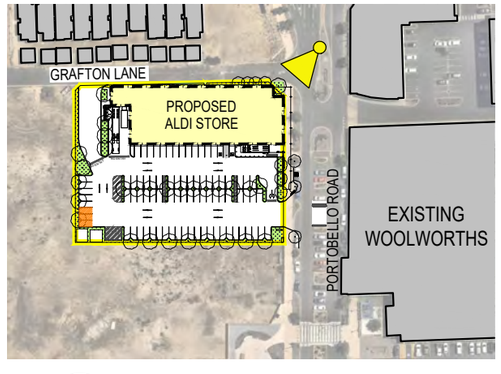
PROJECT No	DRAWING No	STATUS	REV
2976	DA06.02	DA	B

1 - PROPOSED 3D VISUAL RENDER
NTS



2 - KEY PLAN
NTS

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	08.11.24	REV PLANNING	LT	TB

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED 3D VISUAL RENDER

NIELSEN ARCHITECTS
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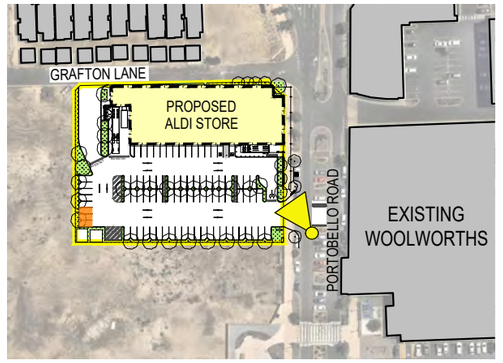
SCALE	DATE	DRAWN	CHECKED
NTS	NOV 2024	JW	TB

PROJECT No	DRAWING No	STATUS	REV
2976	DA08.01	DA	A

1 - PROPOSED 3D VISUAL RENDER

NTS



2 - KEY PLAN

NTS

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	08.11.24	REV PLANNING	LT	TB

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED 3D VISUAL RENDER

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SCALE	DATE	DRAWN	CHECKED
NTS	NOV 2024	JW	TB

PROJECT No	DRAWING No	STATUS	REV
2976	DA08.02	DA	A


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ATTACHMENT 3

Landscape Concept

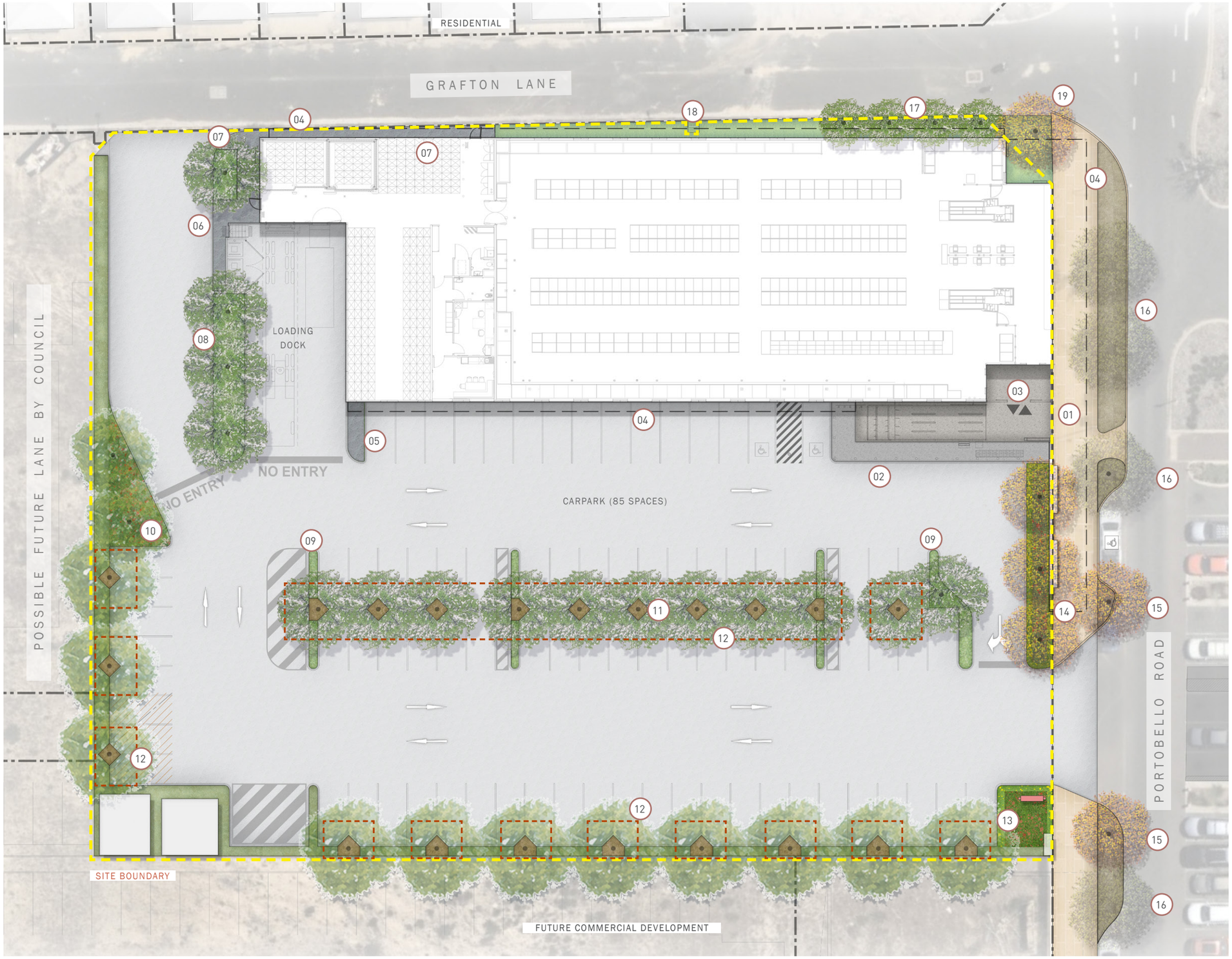
ALDI STORE, DALYELLUP WA

landscape concept | november 2024 [C]

PLAN E

LANDSCAPE ARCHITECTS

LEVEL 1 278 RAILWAY PARADE WEST LEEDERVILLE 6007
T: (08) 9388 9566 E: mail@plane.com.au



LEGEND

01 EXISTING TOWN CENTRE PAVING TO PORTOBELLO ROAD - CREAM COLOURED UNIT PAVING TO VERGE FOOTPATH (RETAINED).

02 CONCRETE 'GREY' TO SHOP ENTRANCE - TO MATCH EXISTING TOWN CENTRE PAVING PALETTE.

03 COLOURED CONCRETE TO STORE ENTRY.

04 OVERHANG / SHADING STRUCTURE TO BUILDING FACADE.

05 'GREY' INSITU CONCRETE (BROOM FINISH TO FULL EXTENT) TO MINOR PEDESTRIAN AREAS AND CARPARK ISLANDS.

06 DOOR AND STAIR ACCESS ONTO MINIMUM 2.0M WIDE INSITU CONCRETE PATHWAY CONNECTING TO CARPARK ENTRY.

07 DOOR ACCESS (INSITU GREY CONCRETE PATH) ALONG GRAFTON LANE CONNECTING TO CARPARK ENTRY.

08 LANDSCAPING (IRRIGATED LOW SHRUBS) TO REAR OF LOADING DOCK.

09 IRRIGATED NATIVE GROUNDCOVER MIX TO CARPARK ISLANDS.

10 IRRIGATED NATIVE GROUNDCOVERS WITH OVERHEAD TREE PLANTING (CANOPY) PROVIDE SHADE AND AMENITY FOR PATRONS - SOFTEN THE APPEARANCE OF OFF-STREET PARKING AREAS.

11 TREE DIAMONDS IN CARPARK AREAS : STRUCTURAL SOIL TO TREE WELLS, AMENDED SOIL AND ORGANIC MULCH, IRRIGATION.

12 STRUCTURAL SOIL FOR TREE WELLS.

13 PYLON SIGN WITH IRRIGATED LOW GROUNDCOVER PLANTING.

14 PROPOSED LOW WALL WITH SEATING PROVIDED OUT TO STREET.

15 NEW IRRIGATED STREET TREES (*PYRUS CALLERYANA 'ARISTOCRAT'*) TO MATCH EXISTING IN PORTOBELLO ROAD STREETSCAPE.

16 EXISTING STREET TREES *(PYRUS* SPECIES) RETAINED.

17 IRRIGATED GARDEN BED WITH LOW SHRUB AND GROUNDCOVER PLANTING TO SOFTEN NORTHERN FACADE AND DETER LOITERING TO LANEWAY. TREE PLANTING TO GARDEN BED (MINIMUM 1.0M WIDE BEYOND AWNING).

18 EXISTING LIGHT POLE TO GRAFTON LANE.

19 NEW IRRIGATED TREE (*PYRUS CALLERYANA 'ARISTOCRAT'*) TO CORNER OF PORTOBELLO ROAD AND GRAFTON LANE.

NOTES

- PERMANENT IRRIGATION TO ALL GARDEN BEDS AND TREE PLANTING
- SOIL CONDITIONER TO ALL GARDEN BEDS AND TREE PLANTING
- ORGANIC MULCH TO BE COARSE HARDWOOD ONLY
- ORGANIC SOIL TO TREE WELLS MINIMUM 600MM DEEP AMENDED SOIL BELOW MULCH
- NATIVE PLANT AND TREE SPECIES SELECTION:
  - LOWER WATER USE REQUIREMENTS;
  - VISUAL CONNECTION TO EXISTING TOWN CENTRE CHARACTER; AND
  - REINFORCE SITE CONTEXT.

ALDI STORE, DALYELLUP WA

PREPARED FOR ALDI STORES

LANDSCAPE CONCEPT
NOVEMBER 2024

JOB NO. 1309526
1:350 @ A3

C1.102

0 1.75 3.5 7 10.5 17.5m

REV C

PLAN E

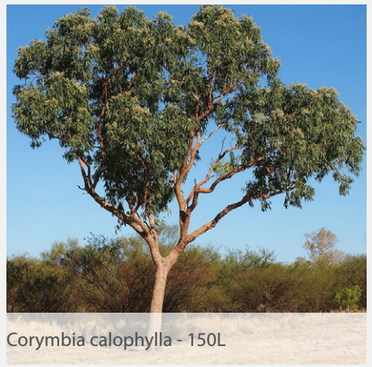
LANDSCAPE ARCHITECTS

LEVEL 1 278 RAILWAY PARADE WEST LEEDERVILLE 6007
T: (08) 9388 9566 E: mail@plane.com.au

PROPOSED TREE SPECIES


Agonis flexuosa - 150L


Callistemon 'Kings Park Special' - 150L


Corymbia calophylla - 150L


Pyrus calleryana 'Aristocrat' - 300L

NOTES:

ALL TREES ARE NOT PREFERRED REPRODUCTIVE HOST OR SUSCEPTIBLE TO POLYPHAGOUS SHOT-HOLE BORER

(DEPARTMENT OF PRIMARY INDUSTRIES AND REGIONAL DEVELOPMENT - JUNE 2024)

GROUNDCOVER AND LOW SHRUB PLANTING (APPROX 3 PLANTS/ SQ.M)


Callistemon ' Wee Johnnie' -140mm

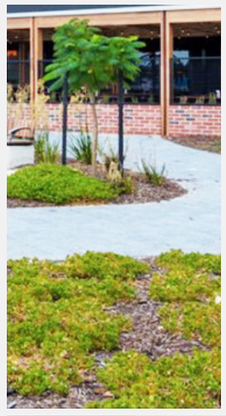

Gazania 'Double Gold' -140mm


Hibbertia scandens - 140mm

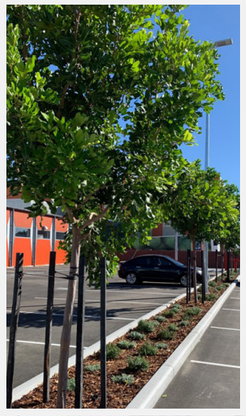

Metrosideros 'Dalese' -140mm


Westringia 'Jervis Gem' - 140mm

LANDSCAPE CHARACTER / MATERIALS

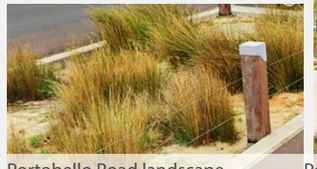


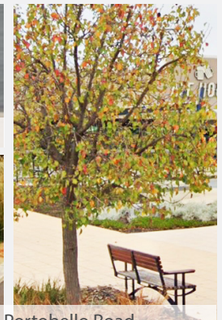

Portobello Road




Insitu concrete 'Grey'


Dalyellup Town Centre paving


Portobello Road landscape


Portobello Road


Fremantle Stone Concrete 'Charcoal Quartz'

ALDI STORE, DALYELLUP WA

PREPARED FOR ALDI STORES

PLANTING PALETTE AND THEME

NOVEMBER 2024

JOB NO. 1309526 C1.103 REV C

PLAN E

LANDSCAPE ARCHITECTS

LEVEL 1 278 RAILWAY PARADE WEST LEEDERVILLE 6007

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ALDI

ATTACHMENT 4

Design Quality Statement

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ABN: 85 008 122 352

22 October 2024

Shire of Capel
31 Forrest Road
CAPEL WA 6271

Our Ref: 2976

DESIGN REVIEW PANEL – DESIGN QUALITY STATEMENT
LOT 9053 PORTOBELLO ROAD, DALYELLUP

ALDI Stores engaged Nielsen Architects to redesign and deliver the proposed ALDI Store on the subject site.

For over ten years, Nielsen Architects have worked extensively with ALDI Stores in the delivery of new stores (both freehold and leasehold), generic store designs, retrofits, and national design guidelines.

In collaboration with Nielsen Architects and their experienced consultant team, ALDI Stores, have worked through a number of configurations for this site and as a result the design outcome is provided in this proposal for your consideration.

In support of the DRP presentation, please see the below design quality statement detailing how the proposal seeks to address the design principles of State Policy 7.0 *Design of the Built Environment.*

1. Context and character

The proposed ALDI store is situated within the Dalyellup District Centre on the corner of Portobello Road and Grafton Lane. The site is zoned *District Centre* under the provisions of the Local Planning Scheme No. 8 (LPS).

With existing commercial, retail, and community facilities nearby as well as a close connection to both the town center and future recreational and commercial developments, the subject site is well-located to serve the surrounding area.

Portobello Road is a community high street, and street activation is a key design objective. With large expanses of glazing, the building is hard to the street and has an extended canopy system to capitalize on and activate the street. The extended canopy system will contribute towards a continuous awning along Portobello Road.

Grafton Lane is designed to be activated at the corner, while high level windows break up the façade.

The proposed ALDI store will complement and coexist with existing retail precincts at Dalyellup, cementing this location as a retail town centre where the public can meet, experience and enjoy their retail shopping journey.

Through the potential for shared parking facilities and laneway/aisle connections, future commercial and public spaces on the remaining vacant land are well considered and encouraged.

2. Landscape quality

To create a connection with the natural environment and to provide a sense of local amenity, significant landscape treatments have been proposed within the car park and surrounding areas. As a result, the proposed development recognizes the responsibility to provide a connection to the natural environment.

A landscape design has been prepared by *Plan-E Landscaping.*

The proposal achieves approximately 10% of soft landscaped area on-site.

Carefully considered plants species will result in a low maintenance outcome for the client while providing a high level interface with the adjacent residential zone.

3. Built form and scale

Considering the built form and scale of neighbouring retail and single storey residential dwellings, the proposal responds appropriately with its overall height and design.

ALDI's size will enable extensive landscaping treatment and sufficient parking facilities, a loading dock area, and appropriate building setbacks.

A forecourt canopy, large expanses of glazing and twin pole signage embellish the primary building facade fronting Portobello Road, which gives the building prominence. In this way, we can create a development that is consistent with the area's built form and scale, while acting as a destination place.

The proposed building is a single storey structure similar to the neighbouring retail. As the subject site is located in a commercial/retail area, this scale is entirely appropriate.

By positioning the back of the building against Grafton Lane, the proposed building provides a significant buffer between the parking area and loading dock area and residential dwellings located at the rear of the property.

4. Functionality and build quality

Developed in response to the needs of the retail operator, ALDI Stores, the proposed project is designed to meet their individual requirements. ALDI's store design adheres to a national retail footprint as well as a loading dock arrangement that is unique to ALDI.

The proposed ALDI provides a functional workplace for staff through the provision of a staff room and amenity areas, as well as a large uninterrupted retail floor area to enable customers to enjoy their shopping experience and provides the client with a flexible retail space.

Every aspect of the site has been designed to ensure the day-to-day operations of the store are as efficient and practical as possible. The dedicated loading dock is located in a practical location, concealed from view, in order to minimize customer interaction and to allow deliveries to enter and exit the site both safely, and efficiently.

5. Sustainability

To minimise the reliance on conventional heating and cooling methods, the building proposes the use of environmentally sustainable design and building materials as a means of maximizing the efficiency of the building.

In addition to a large canopy over the north-east side of the site, sun shading devices above windows will provide shade while allowing full access to the sun throughout the day.

The site is proposed to be equipped with a 100 kW PV solar system that extends over the entire roof area. Electricity generated by this system will reduce reliance on conventional grid sourced energy.

Using a CO2 Transcritical refrigeration system and chiller doors, the ALDI Store will utilize market-leading energy-efficient refrigeration.

In accordance with ALDI's generic waste management procedures, a waste stream separation process will be completed on site for recyclables, landfill waste, and organic waste. In addition, third-party foodbank services will be used as a means of collecting useable food waste.

As part of the project, there will be EV charging stations, bike racks, and public transportation options within a short distance of the development, which will reduce car dependency.

According to the landscaping plan, native species have been used in the landscaping areas to minimise water usage and enhance visual amenity.

6. Amenity

This proposal is designed in such a way as to provide a high standard of amenity to all users of the site, accommodating the needs of staff, visitors, and neighbours alike.

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ABN: 85 008 122 352

In order to ensure a comfortable outcome for the public, inside and outside of the building, expansive canopy overhangs and shading devises provide protection from the elements at all times.

With large expanses of protected glazing across the shopfront and hi-level windows around the retail area, customers and staff are connected to the environment while also benefiting from natural light.

7. Legibility

Taking into consideration the area's existing retail experience the design seeks to enhance the amenity and activity within it.

There is a large open forecourt located at the corner of the building, which clearly defines the stores entrance and exit.

A prominent twin pole sign above the forecourt area of the store will help to identify the store and will also serve as a wayfinding guide for customers visiting the store.

We have designed the development in a way that allows a full glass shopfront to Portobello Road.

There is a very clear and easy-to-use interface for users and customers of the development.

8. Safety

As a result of the nature of this proposal, there will be a high level of activity throughout the day and into the evenings, which will reduce the possibility of antisocial behaviour on the site and surrounding areas.

The loading dock design has been developed in collaboration with our traffic engineers and ALDI's own logistical team (and service vehicle fleet drivers), and it aims to separate pedestrian movements and the general circulation of the carpark from the loading dock.

A key difference between ALDI and other retailers is that ALDI uses its own fleet of trucks and drivers to deliver goods directly to its stores from its distribution centre. As a result, multiple deliveries from third parties are eliminated, resulting in enhanced safety.

To ensure additional safety in the dock, carparks and forecourt areas, CCTV surveillance systems will be installed.

A combination of lighting and CCTV systems will also be installed along the rear of the building to provide security for users of Grafton Lane and Portobello Road.

9. Community

The proposed ALDI supermarket is anticipated to serve shoppers from the surrounding community and provide shoppers with a variety of choices when choosing a supermarket.

There will be perimeter paths, internal pedestrian connections, along with direct access to the forecourt from the verge, all of which will make the pedestrian experience on this site even more enjoyable, especially for those visiting the site by foot as well as those visiting the larger retail centre.

The proposal engages the community with its streetscape by providing an active and occupied frontage that is alive and vibrant, providing a sense of safety and security to the public areas and providing a sense of community.

10. Aesthetics

There has been significant effort put into the design of the structure to ensure that it is contextually appropriate and responds to the character of the area in which it is situated.

By the form and size of the building, a balance is achieved between maximising the amount of development and creating an enhanced streetscape and a visually pleasing development.

The connection to both Portobello Road and neighbouring retail centre have been carefully considered in order to achieve a seamless transition from one to the other. As the public enters and exits the site, soft landscaping has been used to greet them.

In general, it is anticipated that the proposed development will make a positive contribution to the visual amenity of the retail centre.

Should you require any further information or clarification in relation to this matter, please feel free to contact me via email trent@nielsenarchitects.com.au or phone 0433 180 737.

Yours faithfully,

Trent Burns
Nielsen Architects Pty Ltd

ATTACHMENT 5

Environmental Acoustic Assessment

ALDI STORES

ALDI STORE
DALYELLUP

ENVIRONMENTAL ACOUSTIC ASSESSMENT

NOVEMBER 2024

OUR REFERENCE: 33171-3-24288

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT

ALDI STORE – DALYELLUP

Job No: 24288

Document Reference: 33171-3-24288

FOR

ALDI STORES

DOCUMENT INFORMATION			
Author:	George Watts	**Checked By:**	Paul Daly
Date of Issue :	14 August 2024		

REVISION HISTORY

Revision	Description	Date	Author	Checked
1	Revision for new DA drawings set	6/11/2024	GW	
2	Revision for new DA drawings set	7/11/2024	GW	

DOCUMENT DISTRIBUTION

Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
1	3	Aldi Stores Attn : Nicholas Zubrowski Email : Nicholas.zubrowski@aldi.com.au		✓

CONTENTS

APPENDICES

1. INTRODUCTION

Herring Storer Acoustics were commissioned by Aldi Stores to undertake an acoustic assessment of noise emissions associated with the proposed Aldi Store to be located in Dalyellup, on the corner of Portobello Road and Grafton Lane.

The objective of this study was to assess noise emissions from delivery vehicles and mechanical services at the noise sensitive premises surrounding the proposed site for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

The assessment was undertaken to inform the design development team of the store and address likely development approval conditions.

The site plan is attached in Appendix A.

2. SUMMARY

Noise emissions associated with the proposed Aldi store have been determined to comply with the Environmental Protection (Noise) Regulations at all noise sensitive premises in the area.

It is noted that our assessment has assumed that refrigeration equipment and engines are turned off during unloading within the loading dock. It is noted that this is a recommendation, however compliance would still be achieved with the trucks operating refrigeration equipment within the dock. A 2.5m loading dock wall has been included in our noise modelling calculations.

Mechanical plant noise emissions have been calculated to achieve compliance with the applicable Assigned Noise Levels at all times for all noise sensitive premises considered. Mechanical plant has been assumed to be located on the roof of the proposed Aldi store in the vicinity of the loading dock. No barriering of the mechanical plant has been included in our modelling/assessment.

3. CRITERIA

3.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable noise level is determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1.

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling (Highly Sensitive Areas)	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
(b) is present for more at least 10% of the representative assessment period; and
(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

The following locations have been determined to require an assessment of noise level emissions.

The receiver locations considered are shown below in Figure 3.1.

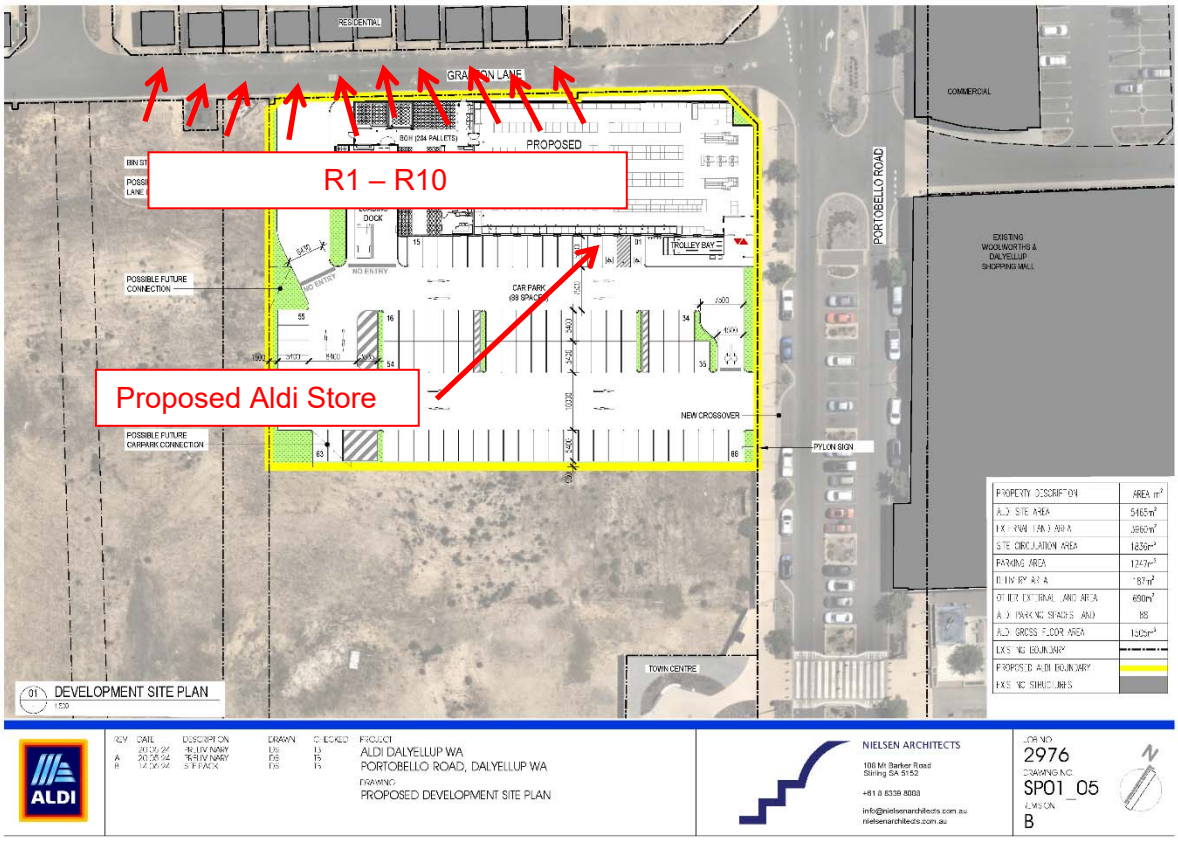


FIGURE 3.1 – RECEIVER POINTS

The influencing factor at the neighbouring residential premises (both proposed and existing) has been calculated based on the following :

Secondary Roads within the Inner circle;
Norton Promenade + 2 dB
Parade Road + 2 dB

Commercial Premises within the inner circle;
40 % + 2 dB

Commercial Premises within the outer circle;
20 % + 1 dB

Hence, the influencing factor is estimated at 7 dB.

Based on the above influencing factor, the assigned outdoor noise levels are listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\,10}$	$L_{A\,1}$	$L_{A\,max}$
Noise sensitive premises	0700 - 1900 hours Monday to Saturday (Day)	52	62	72
	0900 - 1900 hours Sunday and Public Holidays (Sundays)	47	57	72
	1900 - 2200 hours all days (Evening)	47	57	62
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	42	52	62

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

4. PROPOSED DELIVERIES

The use of the delivery dock is understood to accommodate 19m articulated delivery trucks and have been assumed to be refrigerated trucks (i.e worst case scenario). In addition to the larger deliveries a bakery delivery occurring between 5am and 7am each morning has been assumed to be a 13m rigid truck.

The truck types assumed in our assessment have been determined through consultation with ALDI stores.

It is noted that we have assumed that the carpark leading to the delivery dock is a public place, hence we have only considered delivery truck noise levels as they enter the dock itself– outside of this space the trucks are in a public area and therefore compliance with the Regulations are not applicable and hence have not been considered.

5. MECHANICAL PLANT

Mechanical plant details have been based on information provided for previous Aldi stores and provided information are located on the ground level to the south of the building.

A barrier at least 1m above the height of the top of the equipment has been assumed to be in place around the equipment, based on preliminary calculations indicating that this is required.

The barrier is required to be of surface density not less than 14kg/m^2.

The barrier is to be constructed of 9mm thick compressed fibre cement sheeting, with no gaps, to the internal face of the plant area with solid colorbond cladding to the external face.

Acoustic data is contained in Table 6.3.

6. METHODOLOGY

Noise modelling of the noise propagation from the site was carried out using the environmental noise modelling computer program, “SoundPlan”. Single point calculations were undertaken.

Input data for computer modelling included:

- Design of store as per drawings in Appendix A.
- EPA standard weather condition for the day and night periods (see Table 6.1).
- Sound power levels, as summarised in Table 6.2.

TABLE 6.1 - WEATHER CONDITIONS

Condition	Day Period	Night Period
Temperature	20 °C	15 °C
Relative humidity	50%	50%
Pasquil Stability Class	E	F
Wind speed	4 m/s*	3 m/s*

* From source to receiver

TABLE 6.2 – SOUND POWER LEVELS OF DELIVERY VEHICLES

DESCRIPTION	dB(A)
19m articulated delivery truck with refrigeration unit	97
13m rigid delivery truck	85

TABLE 6.3 – NOISE LEVELS OF MECHANICAL PLANT

DESCRIPTION	dB(A)
Condenser Unit (Daikin RXYQ54TNY1A(E))	67 dB(A) @ 3m
Refrigeration Plant	61 dB(A) @ 3m
R134A Aldi Pack	61.8 dB(A) @ 3m

For the above sound power levels, single point calculations were undertaken for the following scenarios :

Scenario 1 : One large refrigerated truck delivery.

Scenario 2 : One 13m rigid truck delivery (bakery delivery).

Scenario 3 : Mechanical Plant.

Note : For the noise to be less than 10% of the time and be assessed under the L_{A1} assigned noise levels, the truck engines and refrigeration units would need to be turned off while unloading is occurring

The L_{A1} assigned noise level would be the pertinent prescribed noise level in this instance (for deliveries) as the duration of time that the noise of the deliveries is present is less than 10% of a representative time period. The noise associated with the delivery is the manoeuvring of the truck into place, upon which the truck is switched off – hence – even if the delivery takes some time (i.e. 30 – 60 minutes) the noise level associated with the truck is not present throughout the duration of the delivery.

It is noted that this also means the noise assessment is more “realistic” as if the L_{A10} parameter was to be used as the noise level associated with the truck is not present for more than 10% of a representative time period, the L_{A10} noise level would be at the ambient noise level of the area, rather than the truck noise.

A height of 2.5m has been assumed for the delivery dock wall.

Mechanical plant has been assumed to be located on the roof of the proposed store, in the vicinity of the loading dock. No barriering has been included in our modelling/assessment.

7. RESULTS

Single point calculations were undertaken for all locations shown in Figure 3.1, with the results of the modelling listed in Table 7.1.

TABLE 7.1 – RESULTANT NOISE LEVEL

Receiver Location	Scenario / Calculated Noise Level, (dB(A))		
	Scenario 1	Scenario 2	Scenario 3
R1	26	15	37
R2	27	16	37
R3	28	17	37
R4	30	17	36
R5	29	16	36
R6	28	16	36
R7	28	16	36
R8	27	15	36
R9	26	14	35
R10	25	13	35

Based on the definitions of tonality, noise emissions from truck movements, being an L_{A1}, being present for less than 10% of the time, would not be considered tonal.
Noise levels associated with mechanical services activity could contain tonal characteristics, hence, a + 5 dB adjustment would be applicable.

Therefore, the assessable noise levels for each of the noise sources are listed below in Table 7.2.

TABLE 7.2 – ASSESSABLE NOISE LEVELS

Receiver Location	Scenario / Assessable Noise Level, (dB(A))		
	Scenario 1	Scenario 2	Scenario 3
R1	26	15	42
R2	27	16	42
R3	28	17	42
R4	30	17	41
R5	29	16	41
R6	28	16	41
R7	28	16	41
R8	27	15	41
R9	26	14	40
R10	25	13	40

Tables 7.3 and 7.4 compares the assessable noise level for large truck deliveries and small truck deliveries against the relevant L_{A1} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

TABLE 7.3 – ASSESMENT OF NOISE LEVEL – SCENARIO 1
LARGE TRUCK DELIVERIES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
	Scenario 1	Time of Day	L_{A1} dB	
R1	26	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R2	27	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R3	28	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R4	30	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R5	29	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R6	28	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R7	28	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R8	27	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R9	26	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R10	25	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies

TABLE 7.4 – ASSESMENT OF NOISE LEVEL – SCENARIO 2
SMALL TRUCK DELIVERIES

Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A1} dB		Exceedance to Assigned Noise Level
	Scenario 2	Time of Day	L_{A1} dB	
R1	15	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R2	16	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R3	17	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R4	17	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R5	16	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R6	16	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R7	16	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R8	15	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R9	14	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies
R10	13	Day	62	Complies
		Sundays	57	Complies
		Evening	57	Complies
		Night	52	Complies

Table 7.5 compares the assessable noise level for mechanical plant against the relevant L_{A10} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

TABLE 7.5 – ASSESMENT OF NOISE LEVEL – SCENARIO 3 – MECHANICAL PLANT

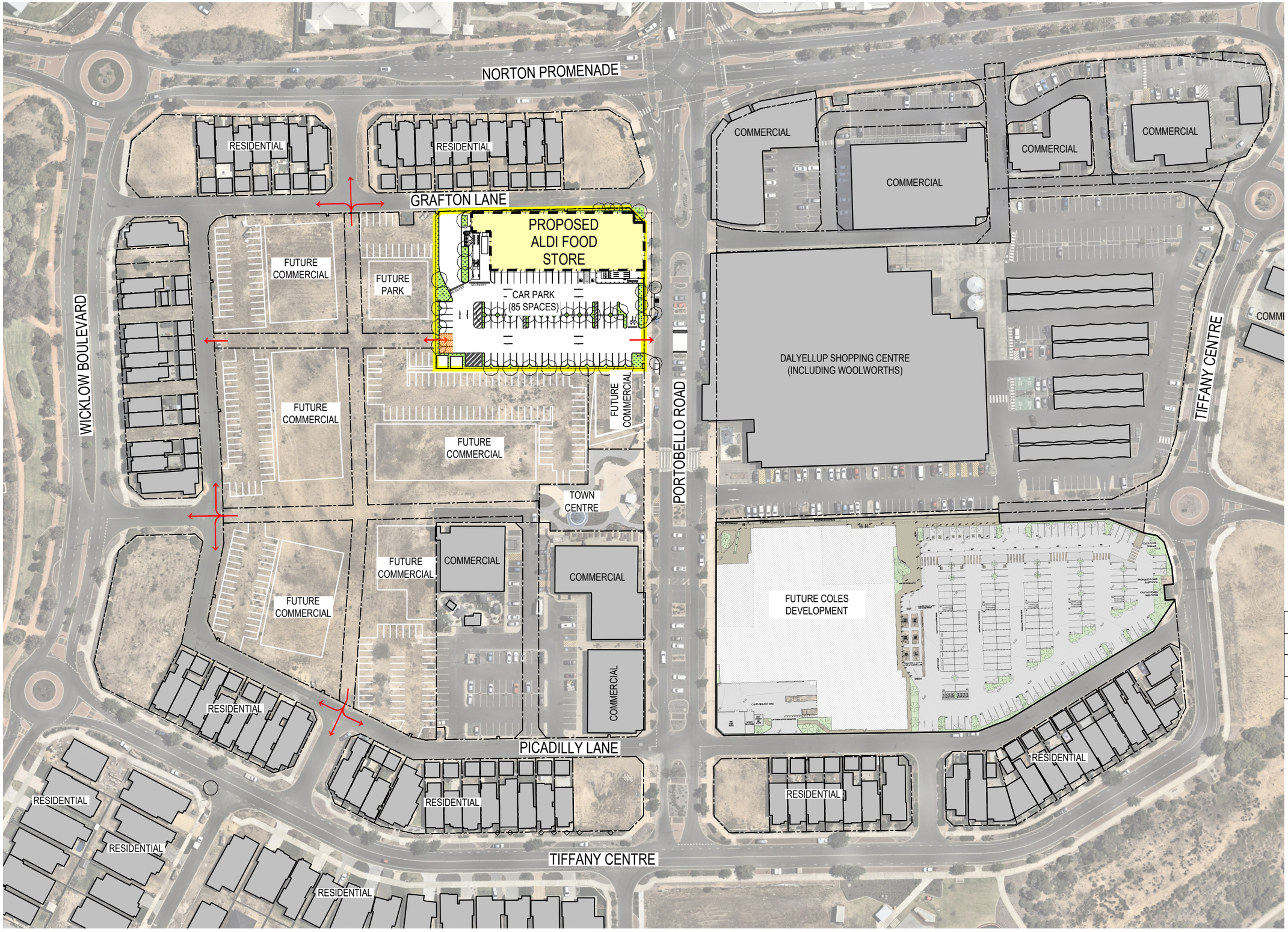
Receiver Location	Assessable Noise Level, dB(A)	Assigned Noise Level, L_{A10} dB		Exceedance to Assigned Noise Level
	Scenario 3	Time of Day	L_{A10} dB	
R1	42	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies
R2	42	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies
R3	42	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies
R4	41	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies
R5	41	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies
R6	41	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies
R7	41	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies
R8	41	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies
R9	40	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies
R10	40	Day	52	Complies
		Sundays	47	Complies
		Evening	47	Complies
		Night	42	Complies

Truck deliveries (both refrigerated and bakery delivery trucks) have been calculated to comply at all times.

Noise levels associated with the mechanical plant has also been calculated to comply at all times on the basis that the equipment is located on the roof of the store, in the vicinity of the loading dock. No barriering of mechanical plant has been included in our modelling/assessment.

APPENDIX A

DEVELOPMENT PLANS



1 - LOCALITY PLAN
1:1500

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	05.11.24	REV PLANNING	LT	TB
B	07.11.24	REV PLANNING	LT	TB

PROPERTY DESCRIPTION	
TOTAL ALDI DEVELOPMENT AREA	5465m²
PROPOSED ALDI BOUNDARY	
EXISTING BOUNDARIES	

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
LOCALITY PLAN

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
South Australia 5152
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f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:1500	NOV 2024	DS	TB

PROJECT No	DRAWING No	STATUS	REV
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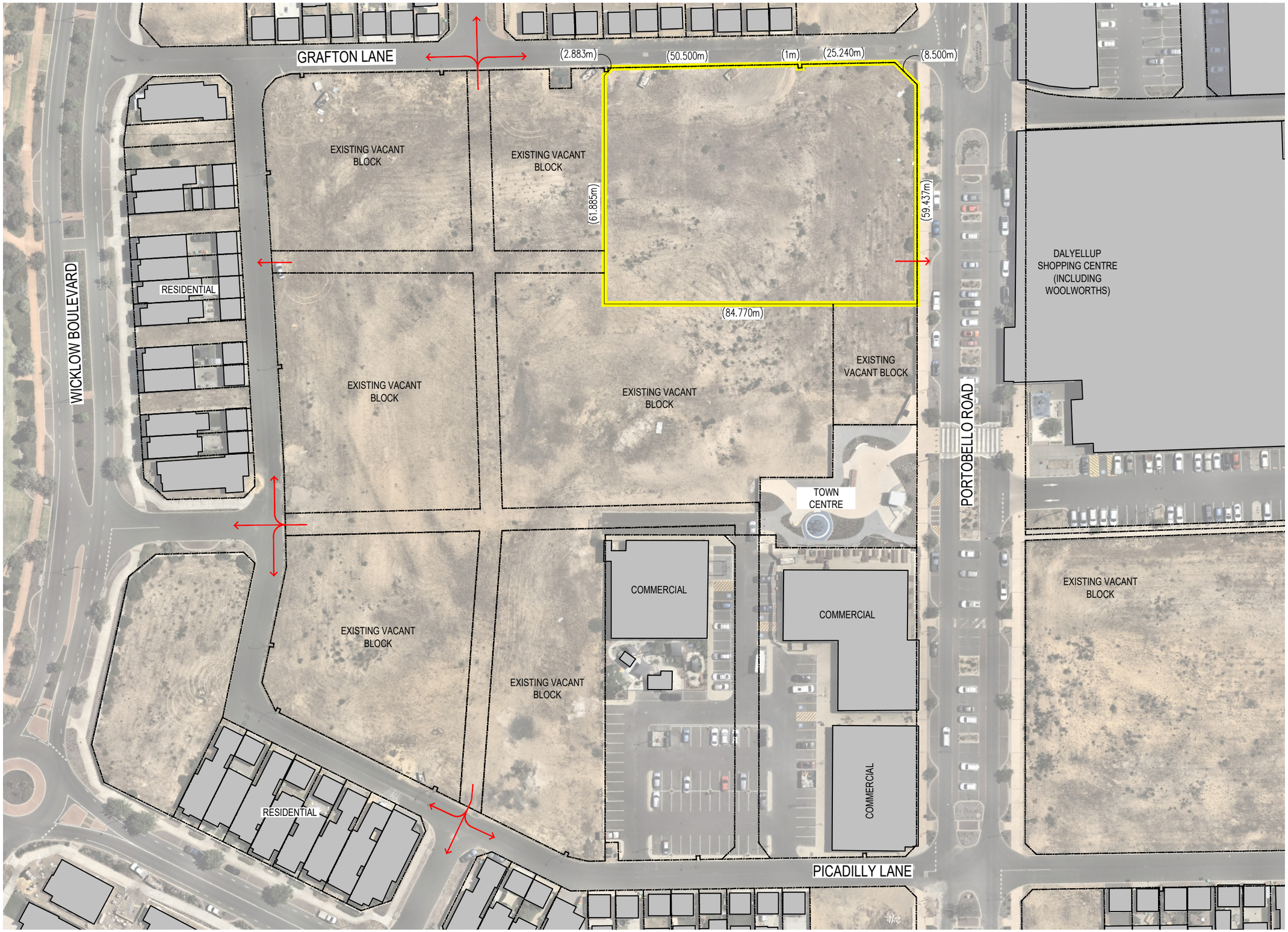

1 - TITLE PLAN
1:1000

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

TITLE PLAN LEGEND	
EXISTING TITLE LINE	
SUBJECT SITE	
PROPOSED ALDI TITLE	(00.00m)
ALDI SITE AREA	5465m²
EXISTING STRUCTURES	

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
TITLE PLAN

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
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SCALE	DATE	DRAWN	CHECKED
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PROJECT No	DRAWING No	STATUS	REV
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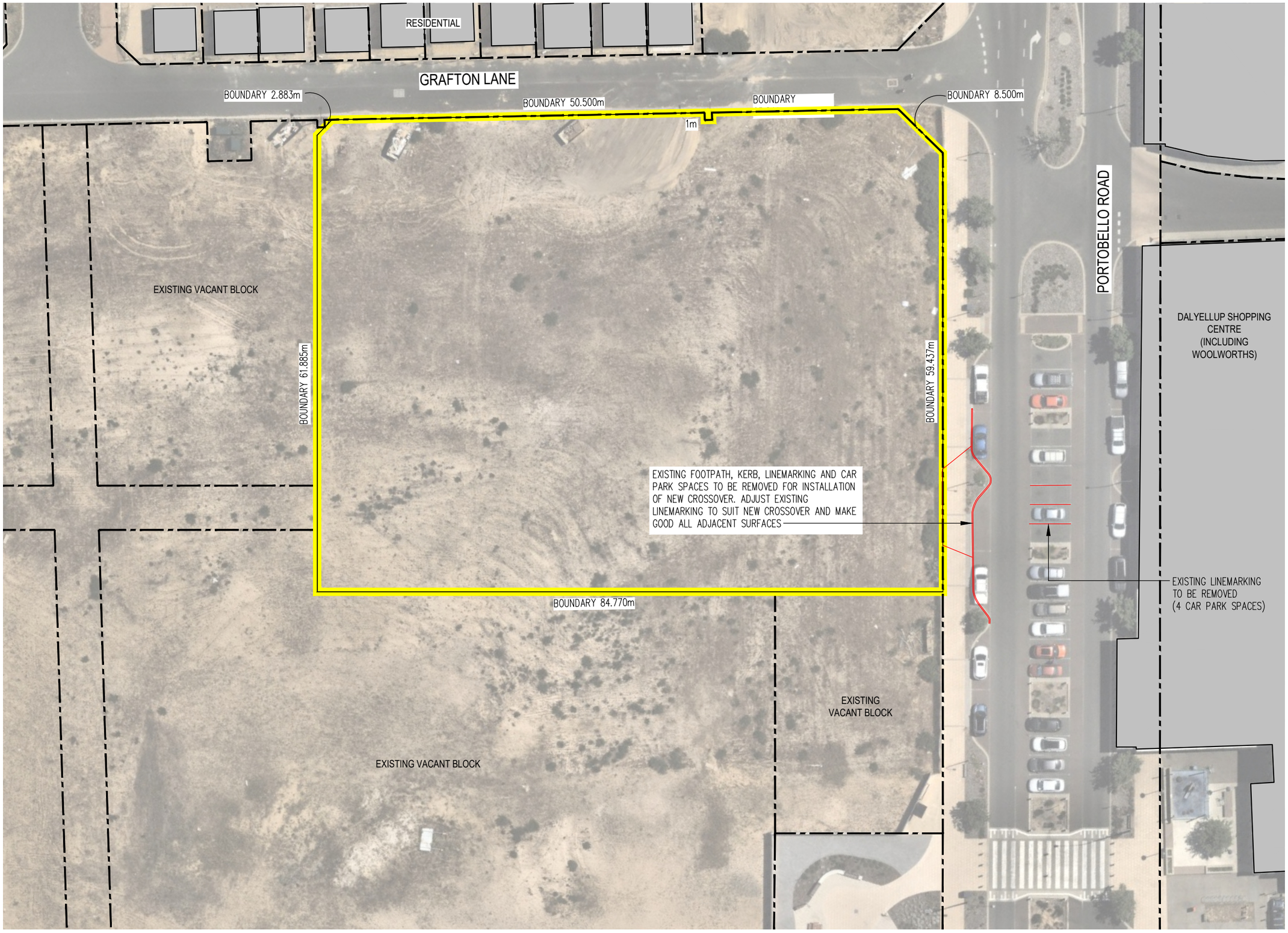

1 / - EXISTING & DEMOLITION PLAN
1:500

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
-	-	-	-	-

DEMOLITION LEGEND	
ITEMS TO BE DEMOLISHED	
EXISTING BOUNDARY	
PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
EXISTING & DEMOLITION SITE PLAN

NIELSEN ARCHITECTS
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SCALE	DATE	DRAWN	CHECKED
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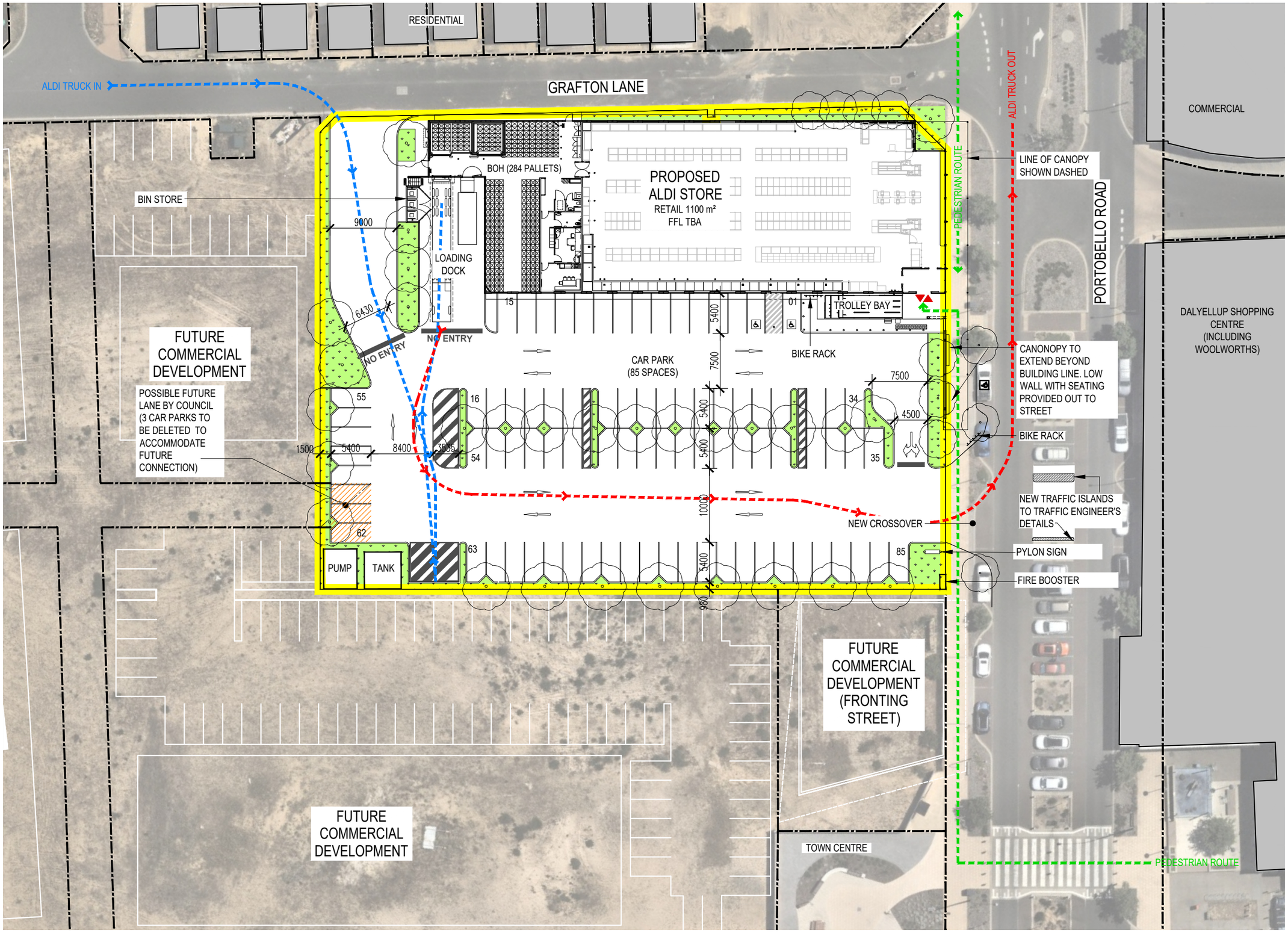

1 / - PROPOSED SITE & FLOOR PLAN
1:500

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	05.11.24	REV PLANNING	LT	TB
B	07.11.24	REV PLANNING	LT	TB

PROPERTY DESCRIPTION	AREA m²
ALDI GROSS FLOOR AREA	1505m²
ALDI NETT FLOOR AREA	1443m²
REGULAR AREA SALES	1033m²
CUSTOMER AREA–RETAIL	67m²
GENERAL AREA INFORMATION	1100m²
TOTAL STORAGE AREA	268m²
GENERAL STORAGE AREA	227m²
FREEZER STORAGE AREA	17m²
CHILLER STORAGE AREA	24m²
SIDE ROOMS AREA (AMENITIES)	75m²
OTHER INTERNAL FLOOR AREA	62m²

PROPERTY DESCRIPTION	AREA m²
ALDI SITE AREA	5465m²
EXTERNAL LAND AREA	3960m²
SITE CIRCULATION AREA	1840m²
PARKING AREA	1197m²
DELIVERY AREA	187m²
OTHER EXTERNAL LAND AREA	736m²
ALDI PARKING SPACES LAND	85
ALDI GROSS FLOOR AREA	1505m²
EXISTING BOUNDARIY	
PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED SITE & FLOOR PLAN

NIELSEN ARCHITECTS
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SCALE	DATE	DRAWN	CHECKED
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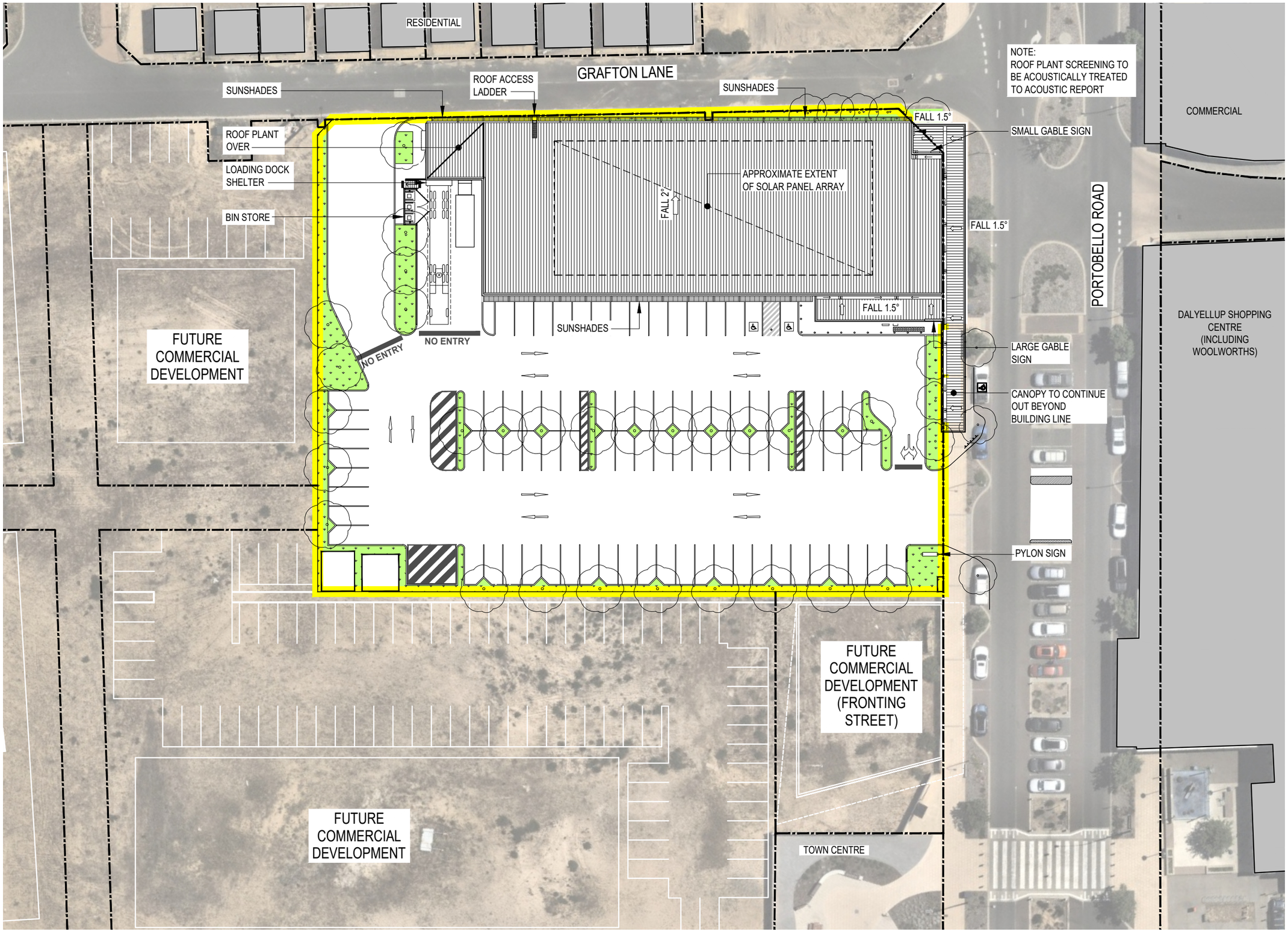

1 / - PROPOSED ROOF PLAN
1:500

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	05.11.24	REV PLANNING	LT	TB
B	07.11.24	REV PLANNING	LT	TB

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED ROOF PLAN

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
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SCALE	DATE	DRAWN	CHECKED
1:500	NOV 2024	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2976	DA02.03	DA	B

ATTACHMENT 6

Traffic Impact Assessment

ALDI Store - Dalyellup Shopping Centre

Traffic Impact Assessment

Design
for a better
future /

October 2024

Confidential

Question today
Imagine tomorrow
Create for the future

ALDI Store - Dalyellup Shopping Centre
Traffic Impact Assessment

ALDI Stores (A Limited Partnership)

WSP
Lvl 3, Mia Yellagonga Tower 2, 5 Spring St
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Fax: +61 8 9489 9777
wsp.com

Rev	Date	Details
B	6 November 2024	for Issue
C	8 November 2024	Minor Revisions

	Name	Date	Signature
Prepared by:	Osama Hashmi	8 November 2024	
Reviewed by:	Jacob Martin	8 November 2024	
Approved by:	Jacob Martin	8 November 2024	

WSP acknowledges that every project we work on takes place on First Peoples lands.
We recognise Aboriginal and Torres Strait Islander Peoples as the first scientists and engineers and pay our respects to Elders past and present.

Table of contents

1 Introduction

WSP has been commissioned by ALDI Stores (A Limited Partnership) (the 'Client') to prepare a Transport Impact Assessment (TIA) in support of a proposal for an Aldi store at 9053 Portobello Road ('the Site') in the Shire of Capel.

This report describes the results of multi-modal transport impact and parking assessment for the proposed development and focuses on traffic operations, vehicle / pedestrian circulation and car parking. The traffic assessment also considers intersection operation at the Site access.

This report has been prepared in accordance with the Western Australia Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 - Individual Developments (2016).*

2 Site conditions

2.1 Site Location

The Site is located to the south-west of the Norton Promenade / Portobello Road / Parade Road intersection and is bounded by Grafton Lane (north) and Portobello Road (east), as shown below (Figure 2.1).

Figure 2.1 Site Location

Source: Nearmaps (2024)

2.2 Existing and surrounding land uses

The Site is currently located on vacant land. It is located within close vicinity of the Dalyellup Shopping Centre, which itself comprises a variety of retail, food & beverage and other commercial uses.

The Town Planning Scheme and Local Planning Strategy identifies the Site and the Dalyellup Shopping Centre as a 'District Centre' and zoned under the mixed-use activity centre category R-AC3 with its primary use being 'Commercial'.

The nearby adjacent land use types include R60 'Residential', in addition to the Dalyellup District Centre Commercial development, as shown in Figure 2.2.

Figure 2.2 Surrounding Land Uses

2.3 Existing Road Network

The existing boundary road network is classified in the Main Roads Functional Hierarchy as follows:

- **Primary Distributor:** Provides for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic. Some are strategic freight routes and all are State Roads. They are managed by Main Roads Western Australia.
- **Distributor**: Roads that carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by local government.
- **Local Distributor:** Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by the local government.

The layout and classification of the roads surrounding the site is a presented in Figure 2.3.

Figure 2.3 Existing Road Network

The characteristics of the key existing roads in the vicinity of the Site are describes as follows:

- **Portobello Road** is located on the eastern side of the Site. The general road form consists of two 3.5m-wide carriageways separated by a 9.0m median (which also caters for on-street parking opportunities), within a 29.3m road reserve. It has a posted speed limit of 40km/hr near the shopping centre and is classified as a Local Distributor under the Main Roads Functional Hierarchy.
- **Grafton Lane** is located on the northern side of the Site. This lane serves the Site by providing an internal circulation road between Wicklow Boulevard and Portobello Road. It is constructed as an 8.0m single carriageway and is classified as an Access Road under the Main Roads Functional Hierarchy.

- **Mile Lane** (like Grafton Lane) is also located to the north-west of the Site. This lane serves the Site by providing connection between Grafton Lane and Norton Promenade. It is constructed as a 15.0m single carriageway and is classified as an Access Road under the Main Roads Functional Hierarchy.
- **Norton Promenade** is located to the north side of the Site. The general road form consists of two 3.5m-wide carriageways separated by a 5m median, within a 26.0m road reserve. It has a posted speed limit of 50km/hr and is classified as a Local Distributor under the Main Roads Functional Hierarchy.

2.4 Existing Public Transport Facilities

The Site is serviced by two (2) Transperth bus routes, via stops in close vicinity of the Site (Routes 842 and 843). An alternative stop location is also available to the west of the Site, on Wake Drive (Route 843).

These stops are shown in Figure 2.4, servicing the routes summarised in Table 2.1.

Figure 2.4 Local Bus Stops

Table 2.1 Existing Public Transport Services

Route	Route Description	Weekday	Saturday
842	Kennedy Street / Brittain Road	Twice daily	No service
843	Bunbury Bus Station	30 min	30 min

Bus routes 842 and 843 service the bus stops along Parade Road, approximately 330m from the Site. This frequency of bus service near the Site supports opportunities for non-car access by visitors and employees to the Site (and Dalyellup Shopping Centre).

2.5 Existing Pedestrian and Cycle Networks

Department of Transport provides information for existing cycling facilities only where specified in the *Regional Long-Term Cycle Network Plan (LTCN)*. The following map (Figure 2.5) shows the sections of designated routes that are considered to be constructed to the appropriate level of service (it does not indicate the absence of paths beyond these designated routes).

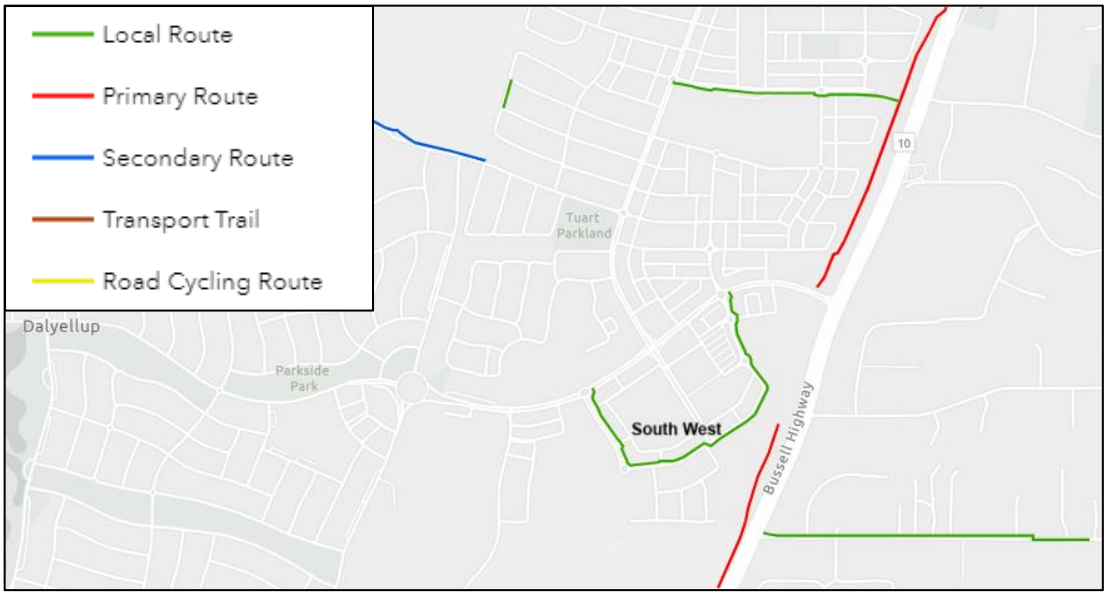

Figure 2.5 Pedestrian and Cycle Network

Source: Regional Long Term Cycle Network Plan – Existing (Department of Transport, accessed 2024)

Information regarding existing cycling paths in this area is shown in the Shire of Capel's Local Bike Plan (2016) for the key surrounding road network, as shown in Figure 2.6. Sections of this network designated as 'Developer Proposed Shared Path' have been constructed since this Plan was published, including along Portobello Road, Tiffany Centre and Wicklow Boulevard. Once competed, these works will form a comprehensive internal pedestrian/cycle network throughout the Dalyellup District Centre.

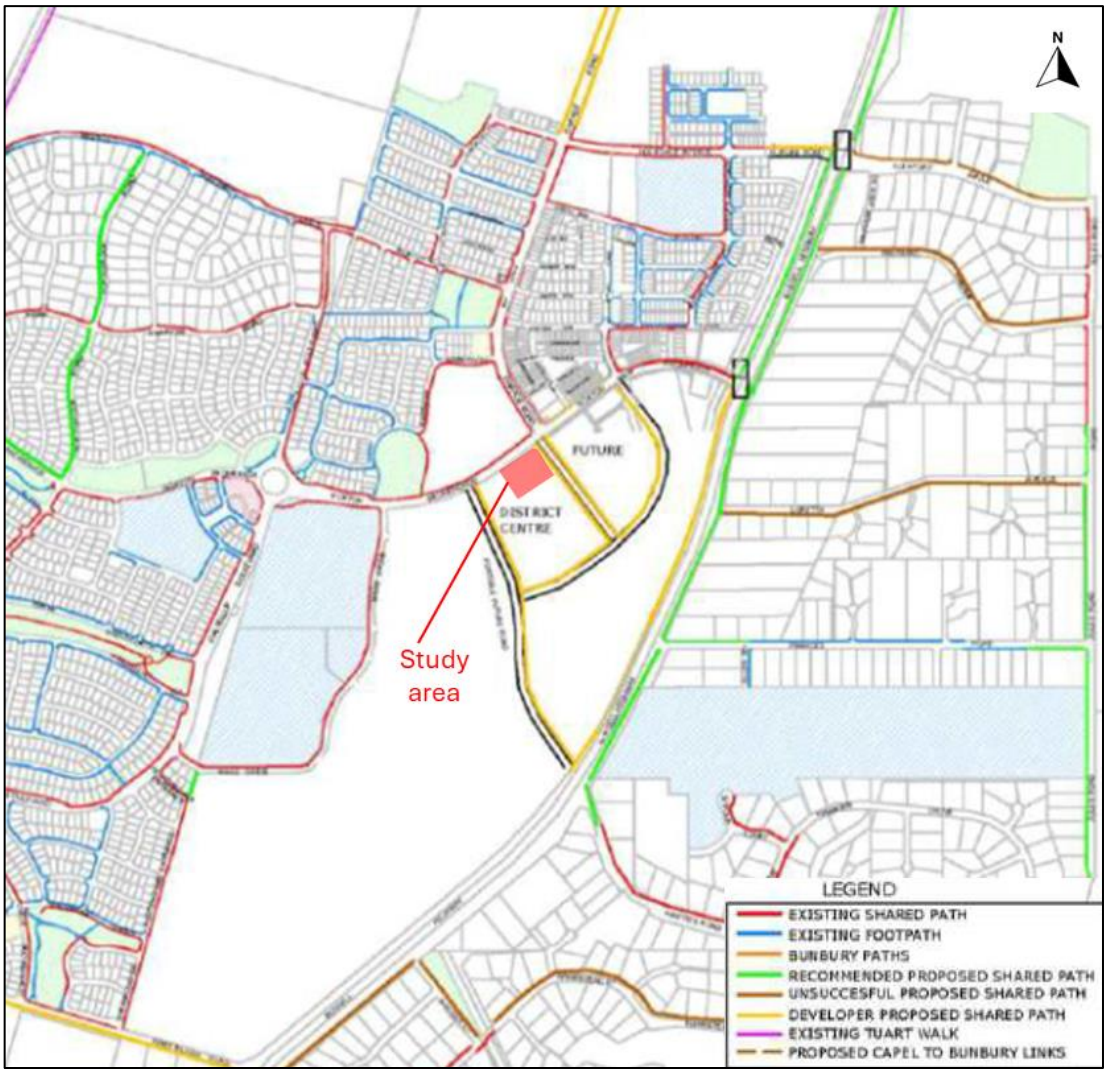

Figure 2.6 Pedestrian and Cycle Network

Source: Shire of Capel Local Bike Plan (2016)

Existing pedestrian and cycling facilities are available along Portobello Road and Norton Promenade, with crossing points and external connections at key locations (as shown in Figure 2.7). Notwithstanding, the pedestrian and cycle networks will be further developed in the future to promote other modes of transport near the Site.

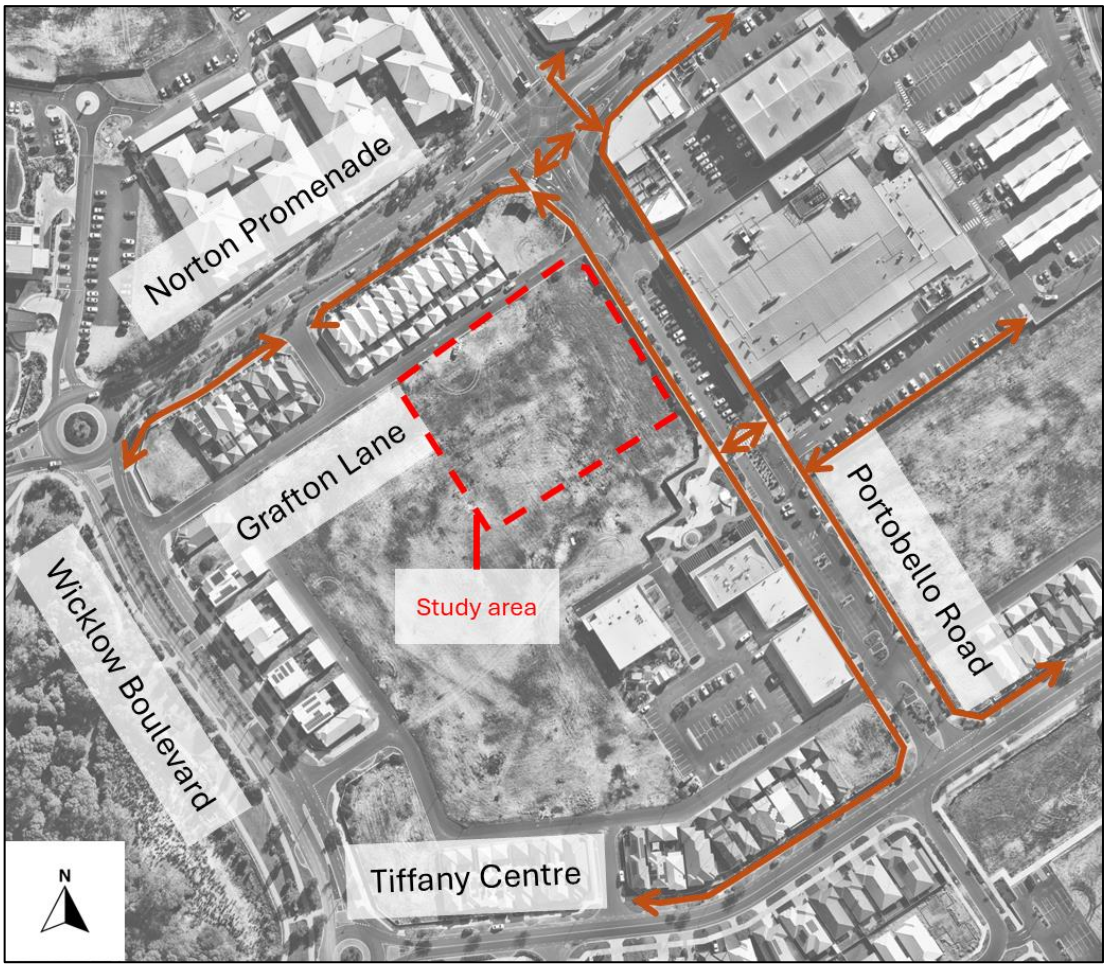

Figure 2.7 Pedestrian Connectivity to Dalyellup Shopping Centre

Connections to the surrounding network currently exist via Tiffany Centre to the Bussell Highway shared path, with at-grade crossing near Frances Road towards the Gelorup residential development, and along Norton Promenade through the surrounding Dalyellup development.

2.6 Existing Traffic Volumes

The existing traffic volumes near the Site are sourced from Main Roads WA traffic map are summarised in Table 2.2.

Table 2.2 Existing AADT Traffic Volumes

Road Name	Year	Average Weekday traffic volumes
Norton Promenade (East)	2023/2024	5,067
Norton Promenade (West)	2023 / 2024	5,335
Parade Road	2023/2024	2,885
Portobello Road	2023/2024	1,759

2.7 Changes to Surrounding Area

Future upgrades to the cycling network are defined by the DoT's *Long Term Cycle Network* which indicate improved active transport infrastructure in the vicinity of the development for a nominal 10-year horizon, as shown in Figure 2.8.

Specific timing and extent of the upgrades have not yet been determined, but the ultimate configuration would represent a significant overall improvement to strategic connectivity to and through the Dalyellup District Centre.

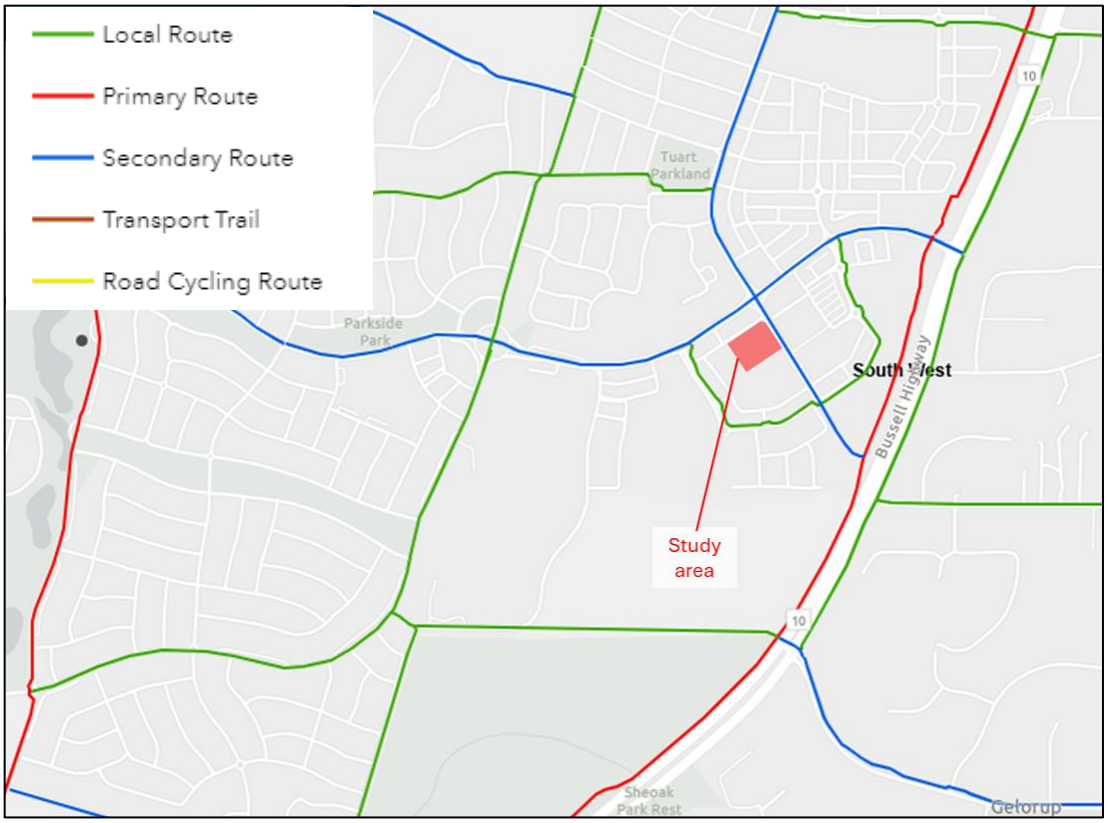

Figure 2.8 Future Bicycle Route Hierarchy in the Vicinity of the Site

Source: Regional Long Term Cycle Network Plan (Department of Transport, accessed 2024)

3 Proposed Development

3.1 Proposed Land Uses

The proposed development comprises the construction of a retail supermarket (Aldi) with a GLFA of 1,100m^2 and 85 car parking spaces (including 2 ACROD spaces for people with disabilities). A service / loading area has been provided within the Site.

While a total of 9 on-street car parking spaces will be removed as a result of the proposed access, an additional 76 spaces (85 total) are proposed on-site, to accommodate visitor parking demand. This parking supply exceeds the Shire of Capel parking requirements (see Section 3.3), ensuring that the overall provision of parking for the District Centre is not impacted.

The ground floor plan of the Site is as shown in Figure 3.1. Development plans are also provided in **Appendix A.**

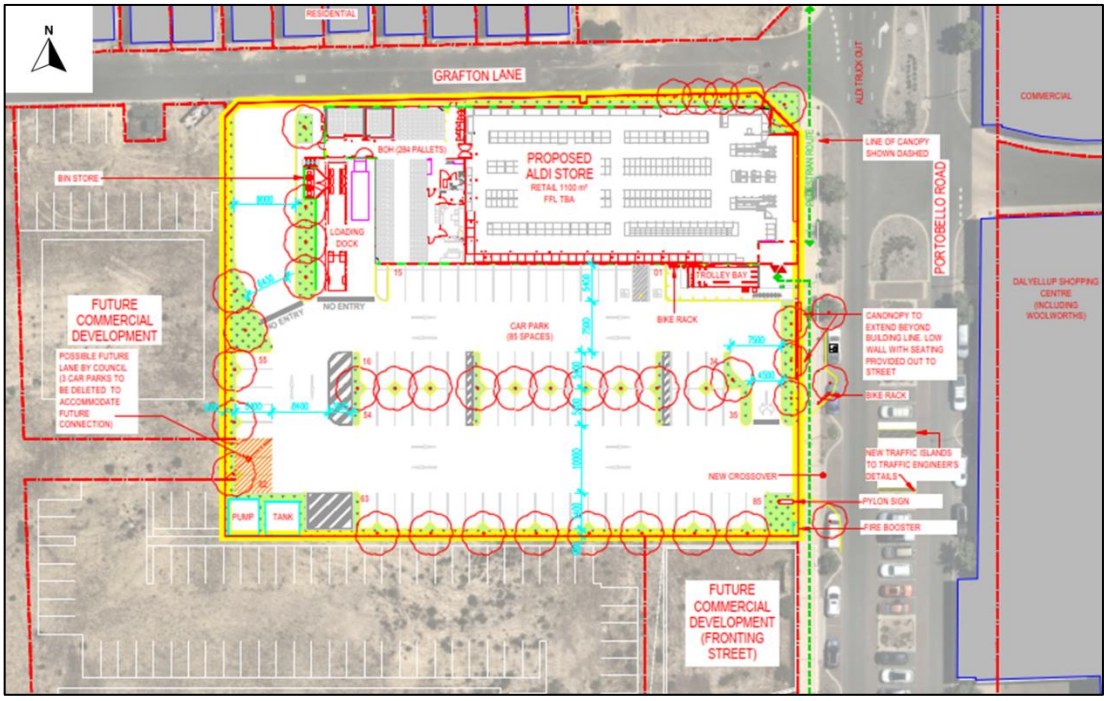

Figure 3.1 Proposed Ground Floor Layout

3.2 Access Arrangements

3.2.1 Development Access

Customer access arrangement to the Site will be via a new crossover located on Portobello Road. The configuration of this access is proposed to include the following movements:

- Left-in
- Right-in
- Left-out.

Several alternative access arrangements have been investigated, with the findings of this assessment summarised as follows (see Appendix C for additional details).

- Modification to the access location at Portobello Road would assist in aligning with customer expectations (when entering the Site) and improve legibility
- An alternative left-in/left-out treatment (LILO) would require customers to make a circuitous detour via Tiffany Centre or an un-safe U-turn manoeuvre within Portobello Road
- The Shire of Capel raised safety concerns regarding the right-turn movement out of the access crossover. Subsequent independent assessment commissioned by the Shire suggested that this risk could be mitigated if additional parking were to be removed, permitting full-movements access.

The proposed treatment allowing left-in, left-out and right-in movements is shown to mitigate all identified access issues, while limiting the impact of the access geometry on existing on-street parking supply.

The proposed access arrangement showing swept paths by customer vehicles is shown in Figure 3.2.

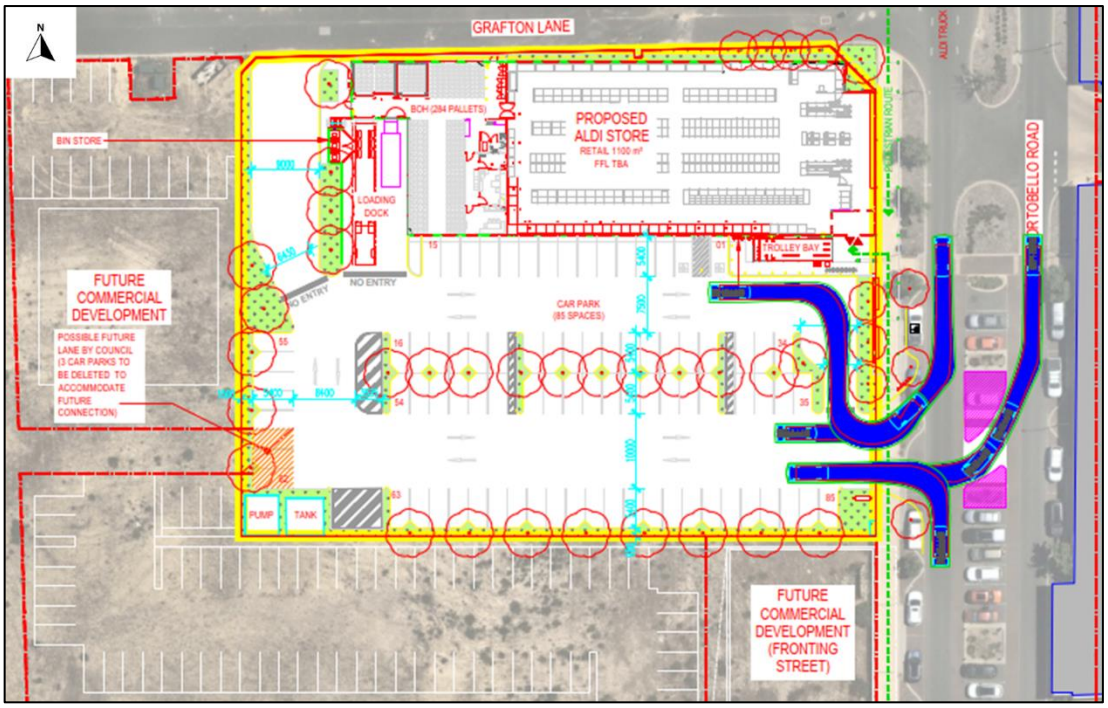

Figure 3.2 Proposed Car Park Access Arrangement

The proposed customer access arrangement is an improvement when compared to the existing operation at Portobello Road as it provides better customer connectivity when entering / exiting the Site.

The proposed pedestrian access arrangements near the Site are not considered to be negatively affected by the proposed development, with pedestrian access and circulation being consistent with the current operation, as shown in Figure 3.3.

The retained pedestrian routes still provide connection to the existing bus routes and the Dalyellup Shopping Centre. Design elements for the proposed access have been included to reinforce pedestrian priority and amenity, including differentiation of the pedestrian path and upgrades to the streetscape environment.

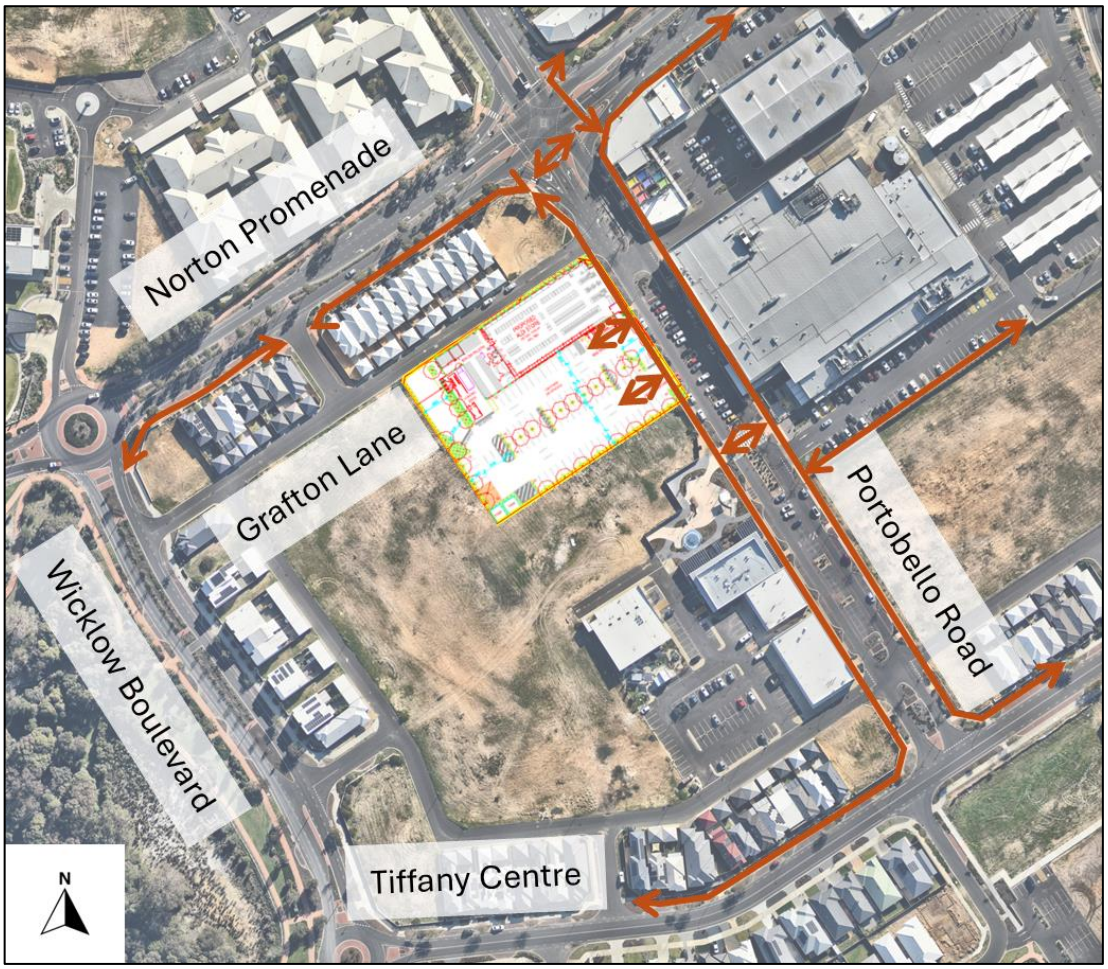

Figure 3.3 Effect of Proposal on Pedestrian Movements

3.2.2 Access Locations

A total of two (2) access points are available to facilitate traffic movements to / from the Site, including:

- Portobello Road / Site Access (customer access)
- Grafton Lane / Site Access (service vehicle inbound access)

This is shown in the following aerial image (Figure 3.4).

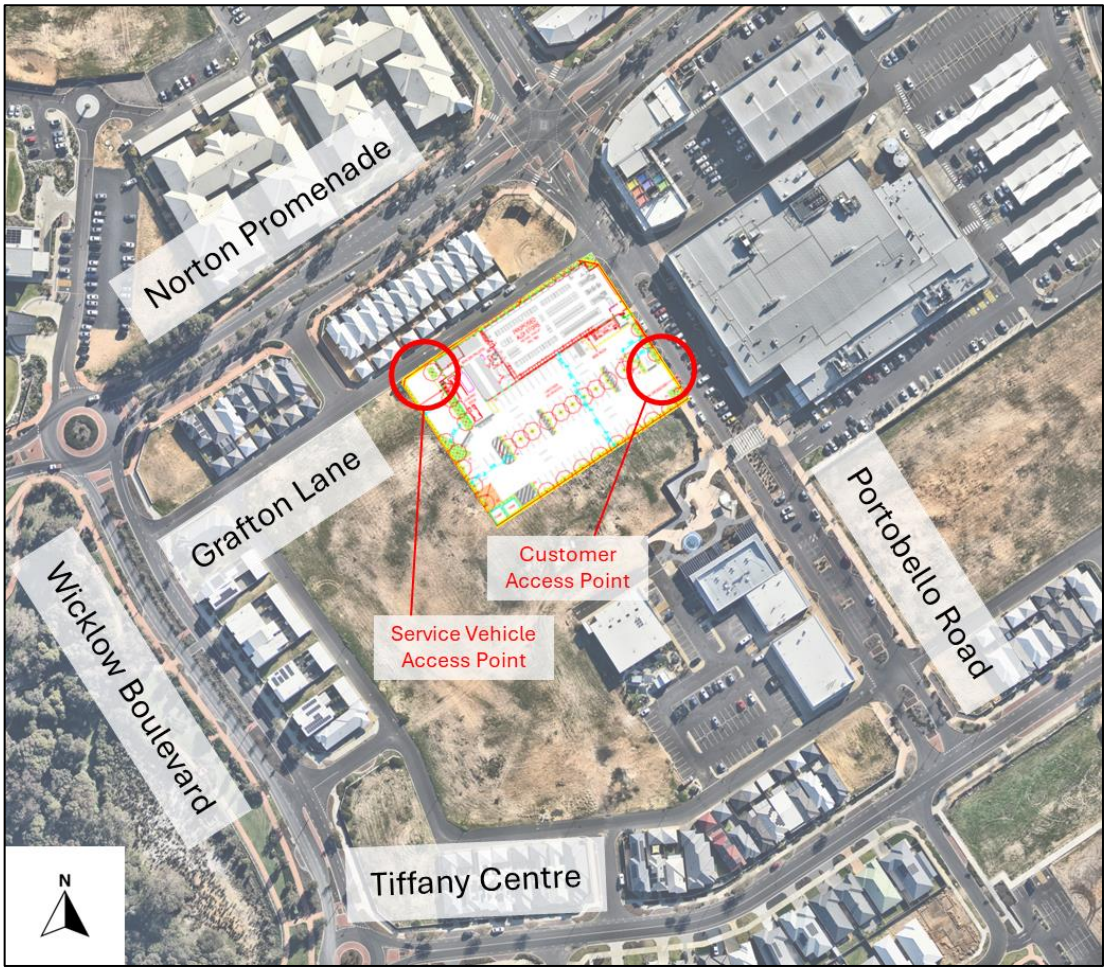

Figure 3.4 Customer and Service Vehicle Site Access Points

3.3 Car Parking

The Shire of Capel's minimum car parking requirements for Shops (Shopping Centres) as described in the Shire of Capel Local Planning Policy 6.1 – Vehicle Parking (2015) are reproduced below:

- *Shop: 1 bay per 20 square metres of NLA*

The proposed Site has a NLA of 1,100 square metres. Based on the above requirement, the total car parking required is:

- (1,100 / 20) = **55 spaces**

The Site provides **85 car parking spaces**, which exceeds these requirements by 30 spaces, capturing the 9 on-street parking bays removed to accommodate the Portobello Road access point, and a nominal surplus of 21 bays beyond the Shire of Capel's parking requirements.

3.4 Bike Parking

The Shire of Capel's minimum bicycle parking requirements for Shops (Shopping Centres) as described in the Local Planning Policy 6.1 – Vehicle Parking (2015) is reproduced below:

- *Shop: 1 space per 200 square metres NLA*

The proposed Site has a NLA of 1,100 square metres. Based on the above requirement, the total bicycle parking required is:

- 1,100 / 200 = 5.5 ~ **6 spaces**

A total of 3 bike racks are proposed, capable of accommodating up to 6 bicycles. This complies with the Shire's requirements for bicycle parking on Site. Additional bike parking is also available at the Dalyellup Shopping Centre which can assist in facilitating multi-destination trips to the District Centre.

3.5 Service Vehicle Parking

The Shire of Capel's minimum service parking requirements for Shops (Shopping Centres) as described in the Local Planning Policy 6.1 – Vehicle Parking (2015) is reproduced below:

- *Shop: 1 bay for visiting service vehicle*

Based on the above requirement, the total service parking required is:

- **1 space**

One (1) service vehicle parking space is proposed. This complies with the Shire's requirements for service vehicle parking on Site.

3.6 Provision for Service Vehicles

The introduction of the proposed loading dock / service area has been assessed using swept path analysis for the following design vehicles:

- 19.0m AV service vehicle (Aldi truck)
- 12.5m HRV service vehicle (compactor)

The outcomes of this swept analysis are shown in Figure 3.5 and Figure 3.6.

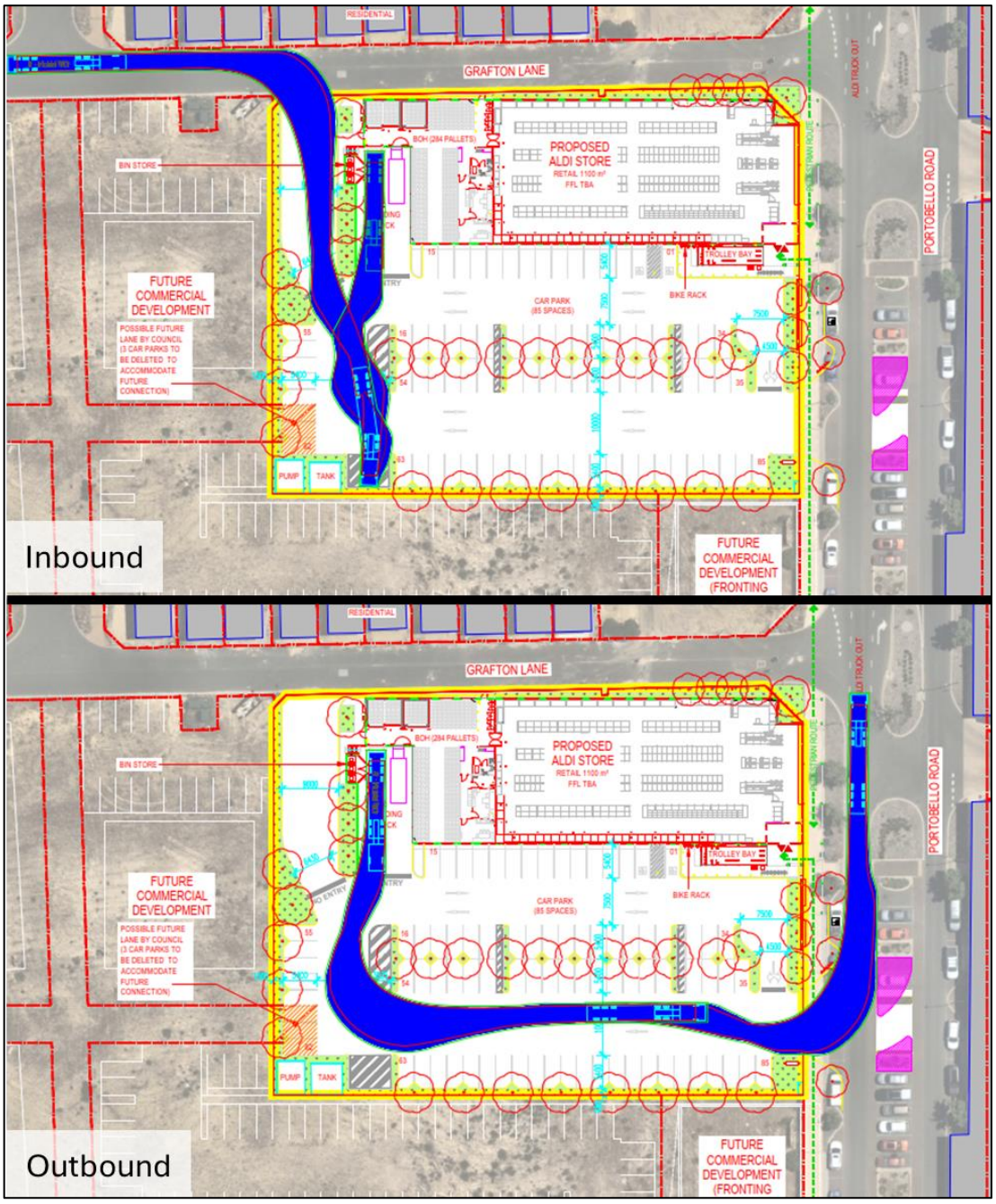

Figure 3.5 Swept Path for Aldi Delivery Truck (19.0m AV) – Inbound and Outbound

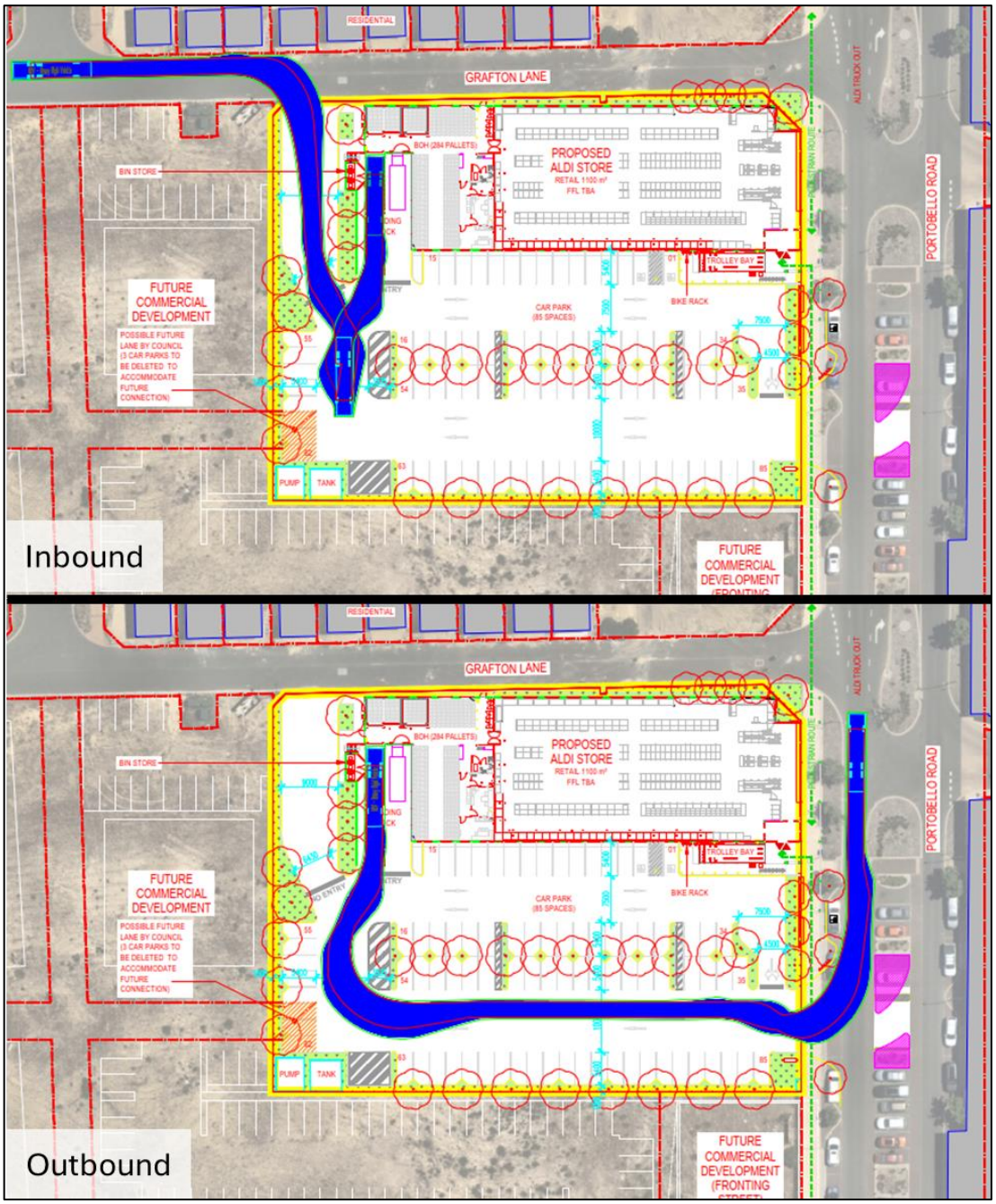

Figure 3.6 Swept Path for Delivery Truck (12.5m HRV) – Inbound and Outbound

The above swept paths show the proposed operation of the loading dock. This orientation allows for all manoeuvring to be undertaken on-site, minimising safety risk and all potential impacts on pedestrians and traffic along Portobello Road.

4 Traffic Analysis

To identify the sufficiency of the existing road network and to assess the potential requirements for modification to key intersections, WSP has completed a series of SIDRA intersection models.

These have been undertaken using the SIDRA 9.1 network package for the following access intersection:

- Portobello Road / Site Access

Peak times selected are 2:45 PM to 3:45 PM for the weekday peak (23 June 2023) and 11:15 AM to 12:15 AM for the Saturday peak (24 June 2023).

The following model scenarios have been assessed:

- 2024 background traffic (at 2% p.a. growth) + development
- 2034 background traffic (at 2% p.a. growth) + development
- Until failure + development.

4.1 Analysis Assumptions

The following assumptions for the trip generation and SIDRA assessment are summarised below:

- Vehicle movements (light and heavy) on Portobello Road were adopted from Main Roads WA traffic map.
- A review of the historical data in the vicinity of the Site shows a static growth, and this is expected to hold true in future years. As such, it is assumed that the surrounding road network will not exhibit any significant growth during peak periods over the 10-year horizon. Background traffic volumes are therefore considered to represent a reasonable estimate of future demand.
    - Nevertheless, a conservative 2% growth scenario has been included to consider the impact of regional traffic increases on access function. Any impacts identified in this scenario should not be considered as a result of the proposed development.

4.2 Trip Generation

Trip generation was calculated for the proposed development utilising trip generation rates found in the *RTA NSW trip generation rates* and *the WAPC Transport Impact Assessment Guidelines – Volumes 5*.

Table 4.1 shows the trip generation rate during the weekday PM and weekend peak.

Table 4.1 Trip Generation Rates

Land Use	Source	Unit	Weekday PM Peak	Daily	Weekend Peak
Retail (Shopping Centres)	RTA	1,100m^2	171	1,623	162

4.3 Trip Distribution and Assignment

Weekday, weekend and daily periods are assumed to have an even split for inbound and outbound movements. However, the left and right movements (into the Site) have been weighted according to the existing behaviour, road network constraints and the location of residential development.

Given the lack of substantial development to the south of the Site, the majority of movements are likely to arrive via Norton Promenade (originating both from Bussell Highway and from the Dalyellup residential development to the north). Additional residential development to the south of the Dalyellup District Centre, and potential future connections to Bussell Highway have been captured in the balance of trips (nominally 15% of the total) entering the site from the south.

The access restrictions proposed at Portobello Road ensure that all outbound movements will head north towards Norton Promenade, circulating back to Bussell Highway or to Wicklow Boulevard as needed.

The proposed distribution is shown below in Figure 4.1.

Figure 4.1 Traffic Distribution Splits

4.4 Traffic Volumes

The above assumptions create a development trip generation and distribution as shown in Figure 4.2. The existing background traffic distribution (2024) is provided in Figure 4.3 and the background (2024) + development traffic distribution are provided in Figure 4.4.

The projected background traffic (2034) + development trip generation is shown in Figure 4.5.

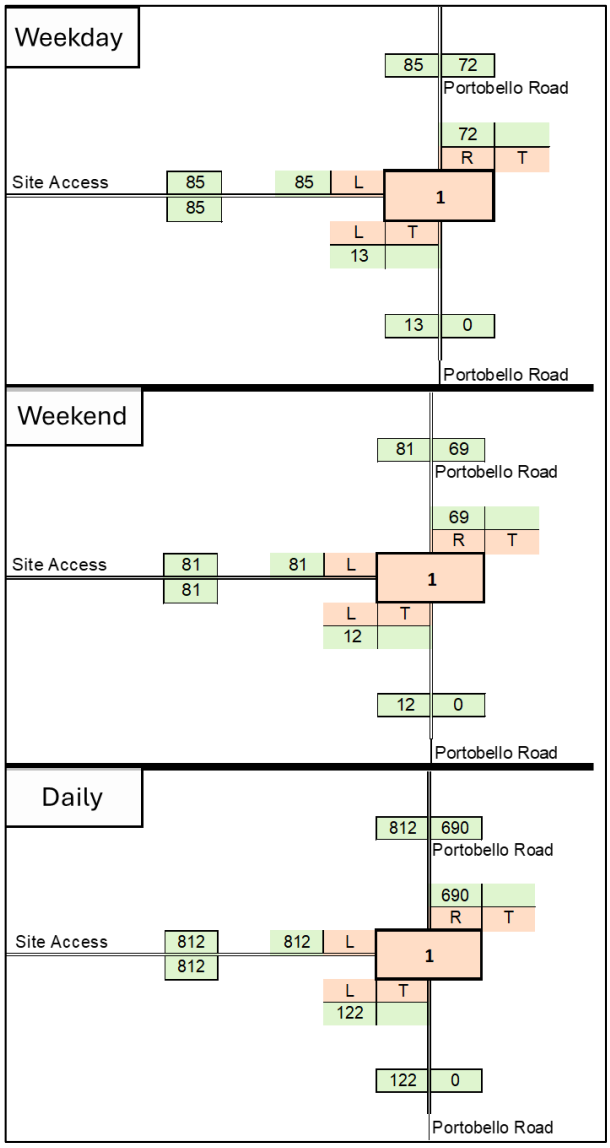

Figure 4.2 Development Traffic Distribution

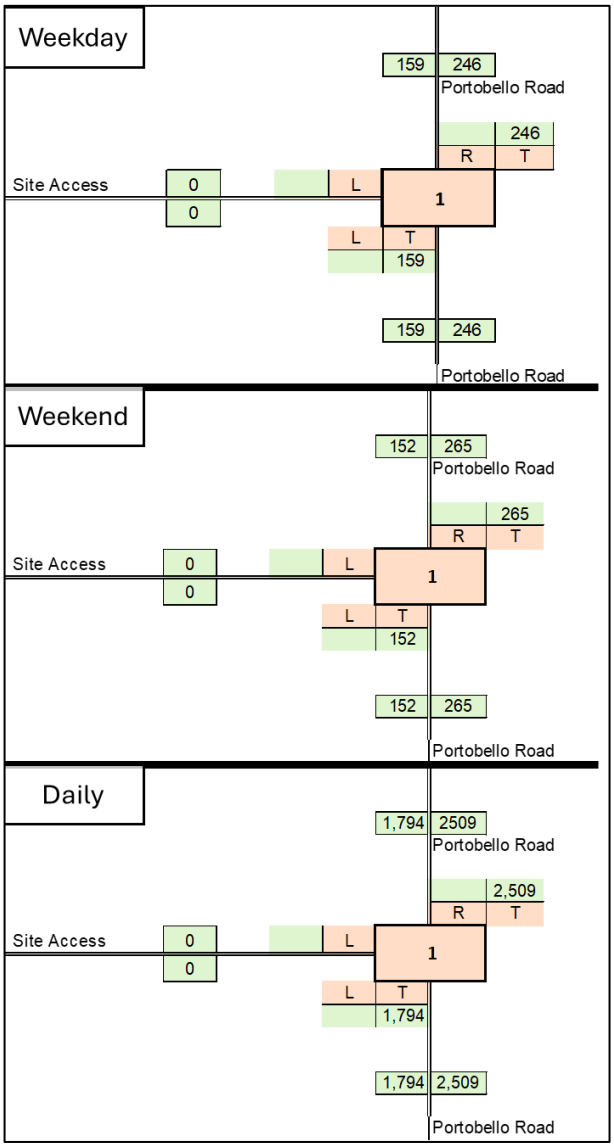

Figure 4.3 Background 2024 Traffic Distribution

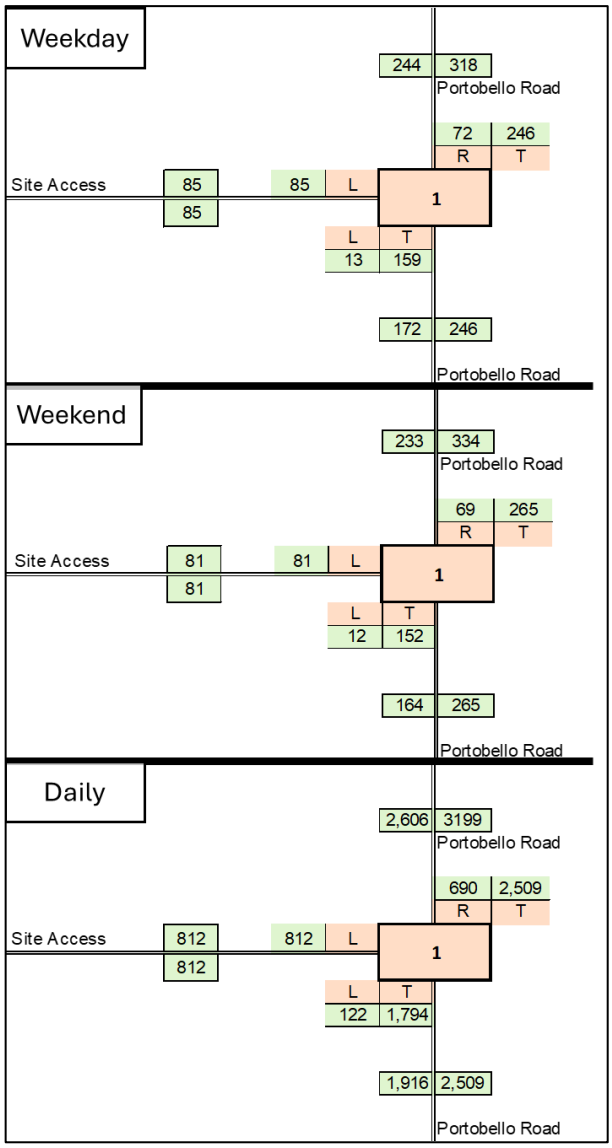

Figure 4.4 Background 2024 + Development Traffic Distribution

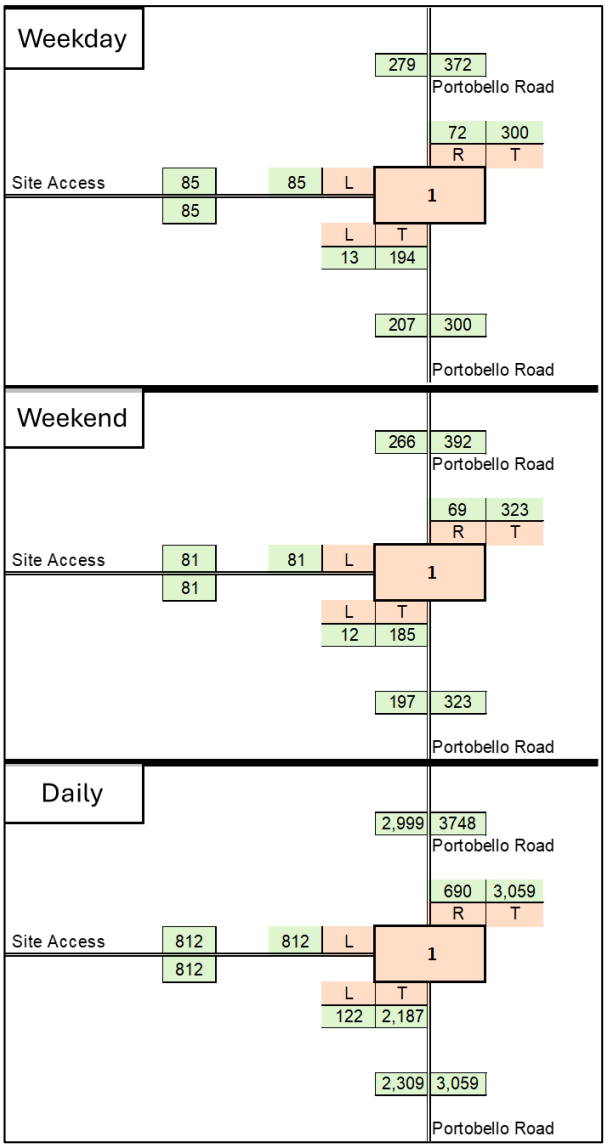

Figure 4.5 Projected 2034 Background + Development Traffic Distribution

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4.5 Intersection Performance

Analysis of the traffic impacts for the proposed development has been carried out for the following intersection:

- Portobello Road / Site Access

The identified intersection has been analysed using the SIDRA analysis program. This program calculates the performance of intersections based on input parameters, including geometry and traffic volumes. As an output SIDRA provides values for the Degree of Saturation (DOS), queue lengths, delays, level of service, and 95th percentile queues. These parameters are defined as follows:

- **Degree of Saturation (DOS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The theoretical intersection capacity is exceeded for an un-signalized intersection where DOS > 0.80
- **95% Queue:** is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected.
- **Average Delay:** is the average of all travel time delays for vehicles through the intersection. An unsignalised intersection can be operating at capacity where the average delay exceeds 40 seconds for any movement; and
- **Level of Service (LoS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in Table 4.2.

Table 4.2 Level of Service (LoS) Performance Criteria

LoS	Description	Signalised intersection	Unsignalised intersection
A	Free-flow operations (best condition)	≤10 sec	≤10 sec
B	Reasonable free-flow operations	10-20 sec	10-15 sec
C	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	25-35 sec
E	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec

A LoS exceeding these values indicates that the approach exceeds practical capacity; users of the intersection are likely to experience unsatisfactory queueing and delays during the peak hour periods.

4.6 SIDRA Analysis

4.6.1 Portobello Road / Site Access – Eastern Access

Figure 4.6 shows the SIDRA layout as modelled for this location.

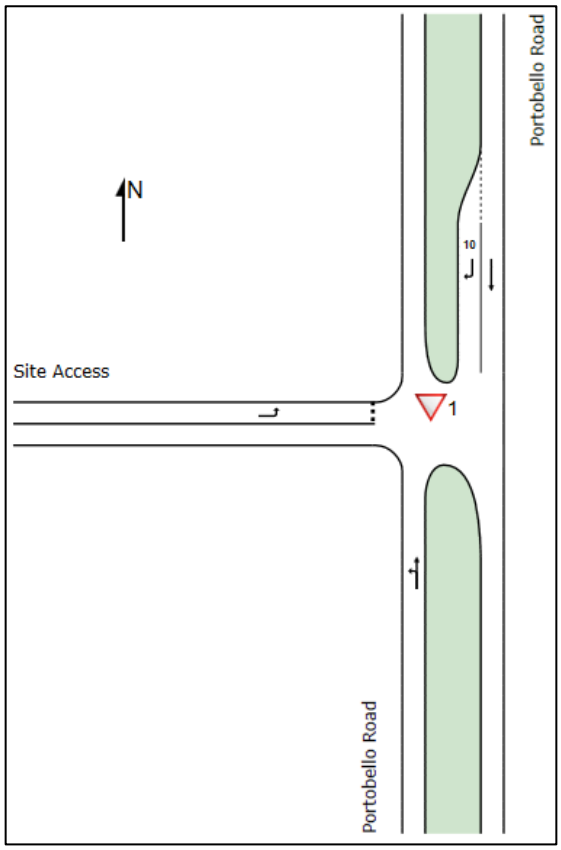


Figure 4.6 Portobello Road / Site Access – Layout

4.7 SIDRA Results

SIDRA modelling outputs have been included at **Appendix B** in full detail.

4.7.1 2024 Base + Development Scenarios

The movement summaries for the base + development scenarios (2024) are shown in Table 4.3.

Table 4.3 Summary of SIDRA Results (2024 Base and 2024 Base + Development Scenarios)

Intersection Name	Intersection Type	With Development			
		Avg Delay (s)	LoS	DoS	Queue (m)
Weekday Peak					
Portobello Road / Site Access	Give-Way	6.1	A	0.138	1.9
Weekend Peak					
Portobello Road / Site Access	Give-Way	6.1	A	0.149	1.8

It is noted that the intersection (with the development traffic) operates at a very good LoS with low DoS, queues and delays. Therefore, the development has negligible traffic impacts at the assessed intersection.

4.7.2 2034 Future + Development Scenario

The movement summaries for the future + development scenarios (2034) are shown in Table 4.4.

Table 4.4 Summary of SIDRA Results (2024 Base and 2024 Base + Development Scenarios)

Intersection Name	Intersection Type	With Development			
		Avg Delay (s)	LoS	DoS	Queue (m)
Weekday Peak					
Portobello Road / Site Access	Give-Way	6.3	A	0.168	2.0
Weekend Peak					
Portobello Road / Site Access	Give-Way	6.2	A	0.181	1.9

It is noted that the intersection (with the development traffic) operates at a very good LoS with low DoS, queues and delays. Therefore, the development has negligible traffic impacts at the assessed intersection even in 2034.

4.7.3 *Until Failure + Development Scenario*

As the road network is not fully developed, the background traffic volumes have been increased until the intersection starts to fail (failure mode in this case identified at the point where a Level of Service D is reached for the critical right-turn into the Site).

In this location, a background traffic demand of 1,130 vehicles per day in the northbound direction and 1,746 vehicles per day in the southbound direction would generate sufficient delays at the Site access to trigger this 'failure' mode. It is noted that this value (representing approximately 25,000-30,000 vehicles per day) is considered to be well in excess of the functional capacity of the road, considering its intent as a main street corridor.

As such, the proposed access on Portobello Road is not considered to have any detrimental impact on the traffic operation of the main street under any feasible future scenario.

The results of this modelling scenario are shown in Table 4.5.

Table 4.5 Summary of SIDRA Results (Until Failure Scenarios)

Intersection Name	Intersection Type	With Development			
		Avg Delay (s)	LoS	DoS	Queue (m)
Weekday Peak					
Portobello Road / Site Access	Give-Way	25.7	D	0.979	9.7
Weekend Peak					
Portobello Road / Site Access	Give-Way	26.9	D	0.650	9.7

5 Conclusion

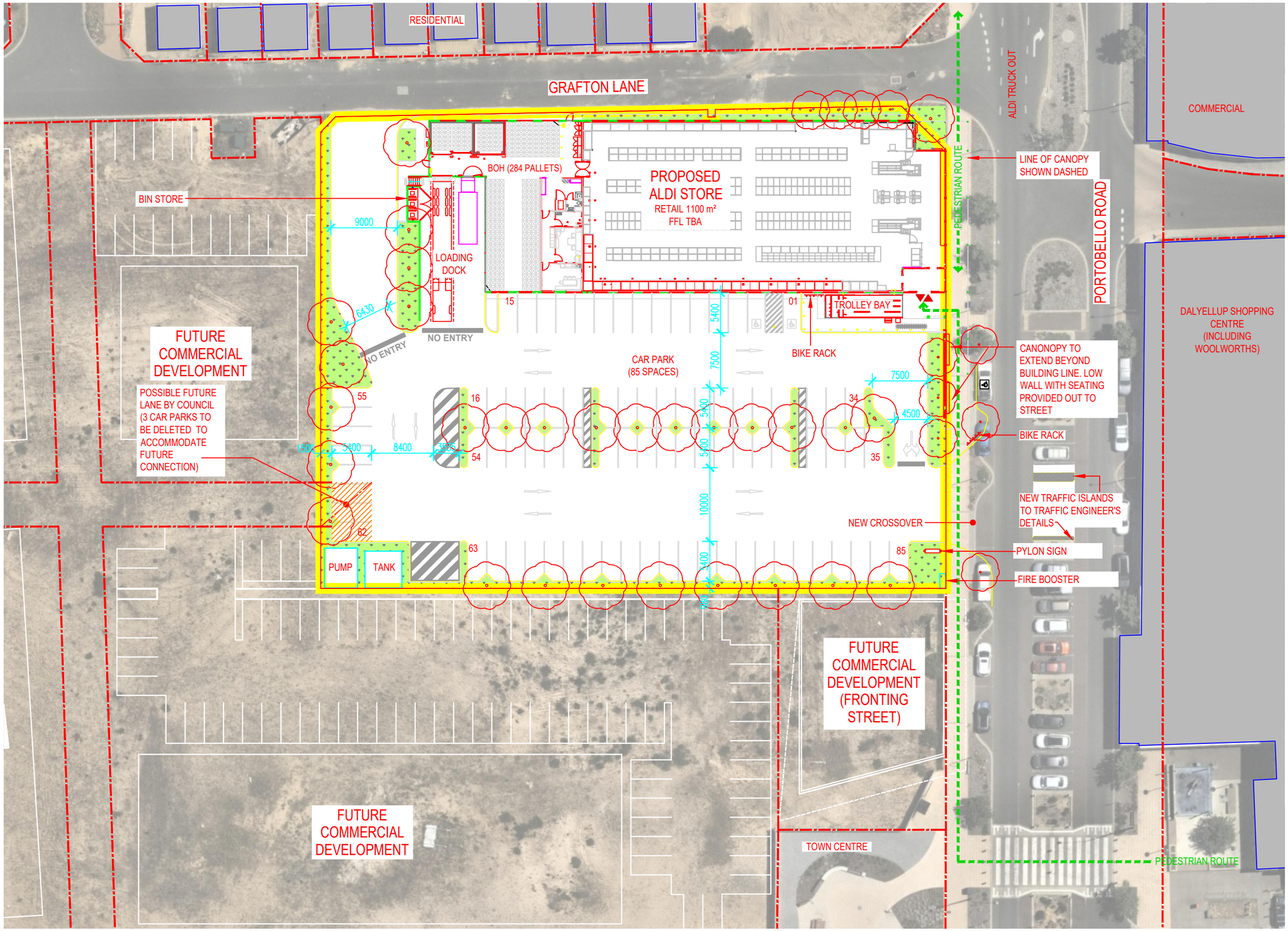
This report has been prepared in accordance with the Western Australia Planning Commission (WAPC) *Transport Assessment Guidelines for Developments: Volume 4 - Individual Development.*

The following conclusions have been made regarding the proposed development:

- The proposed development comprises a retail supermarket (Aldi Store) located adjacent to the existing Dalyellup Shopping Centre in the Dalyellup District Centre, in the Shire of Capel.
- There are two (2) proposed vehicular access points:
  - Left-in/Left-out/Right-In via Portobello Road for use by visitors and service/waste vehicle egress
  - Left-in/Right-In via Grafton Lane for service/waste vehicle ingress.
- Existing cycling and pedestrian access are provided via shared paths at Portobello Road, with additional direct connection to major roads in the north, such as Norton Promenade and Parade Road. The Department of Transport's *Long Term Cycling Network* plan identifies future upgrades near the study area.
- The Site has reasonable access to local public transport services, which can support connection to the Site via non-car modes.
- The Site provides **85 car parking spaces**, which **complies with and exceeds** the City of Capel requirements by 30 spaces. This allows those parking bays removed to construct the Portobello Road access to be incorporated into the Site in support of the wider District Centre.
- Service / delivery and waste vehicles will access the proposed loading dock from Grafton Lane. The loading dock is designed to accommodate all manoeuvring on-site, with movements into and out of the Site in a forward manner
- A range of access configurations were investigated with the proposed arrangement identified as appropriate for the Site and its surrounds. This assessment was confirmed through independent review commissioned by the Shire.
- The proposed access point has been assessed using a SIDRA model to ensure the impacts of queuing and delays do not adversely impact the operation of the adjacent road network
  - The Portobello Road was shown to operate acceptably under all reasonable scenarios. As such, there is no concern that the proposed development would have an adverse impact on the local road network.

Appendix A

Development Plans



1 — PROPOSED SITE & FLOOR PLAN
1:500

NOTES

ORIGINAL A3

REV	DATE	DESCRIPTION	DRN	CHKD
A	05.11.24	REV PLANNING	LT	TB
B	07.11.24	REV PLANNING	LT	TB

PROPERTY DESCRIPTION	AREA m²
ALDI GROSS FLOOR AREA	1505m²
ALDI NETT FLOOR AREA	1443m²
REGULAR AREA SALES	1033m²
CUSTOMER AREA–RETAIL	67m²
GENERAL AREA INFORMATION	1100m²
TOTAL STORAGE AREA	268m²
GENERAL STORAGE AREA	227m²
FREEZER STORAGE AREA	17m²
CHILLER STORAGE AREA	24m²
SIDE ROOMS AREA (AMENITIES)	75m²
OTHER INTERNAL FLOOR AREA	62m²

PROPERTY DESCRIPTION	AREA m²
ALDI SITE AREA	5465m²
EXTERNAL LAND AREA	3960m²
SITE CIRCULATION AREA	1840m²
PARKING AREA	1197m²
DELIVERY AREA	187m²
OTHER EXTERNAL LAND AREA	736m²
ALDI PARKING SPACES LAND	85
ALDI GROSS FLOOR AREA	1505m²
EXISTING BOUNDARIY	
PROPOSED ALDI BOUNDARY	
EXISTING STRUCTURES	

CLIENT
ALDI STORES

PROJECT
ALDI DALYELLUP
PORTOBELLO ROAD
DALYELLUP W.A.

DRAWING
PROPOSED SITE & FLOOR PLAN

NIELSEN ARCHITECTS
108 Mt Barker Road Stirling
South Australia 5152
p: 08 8339 8008
f: 08 8339 2004
P.O. Box 691 Stirling SA 5152
admin@nielsenarchitects.com.au
www.nielsenarchitects.com.au

SCALE	DATE	DRAWN	CHECKED
1:500	NOV 2024	DS	TB

PROJECT No	DRAWING No	STATUS	REV
2976	DA02.02	DA	B

Appendix B

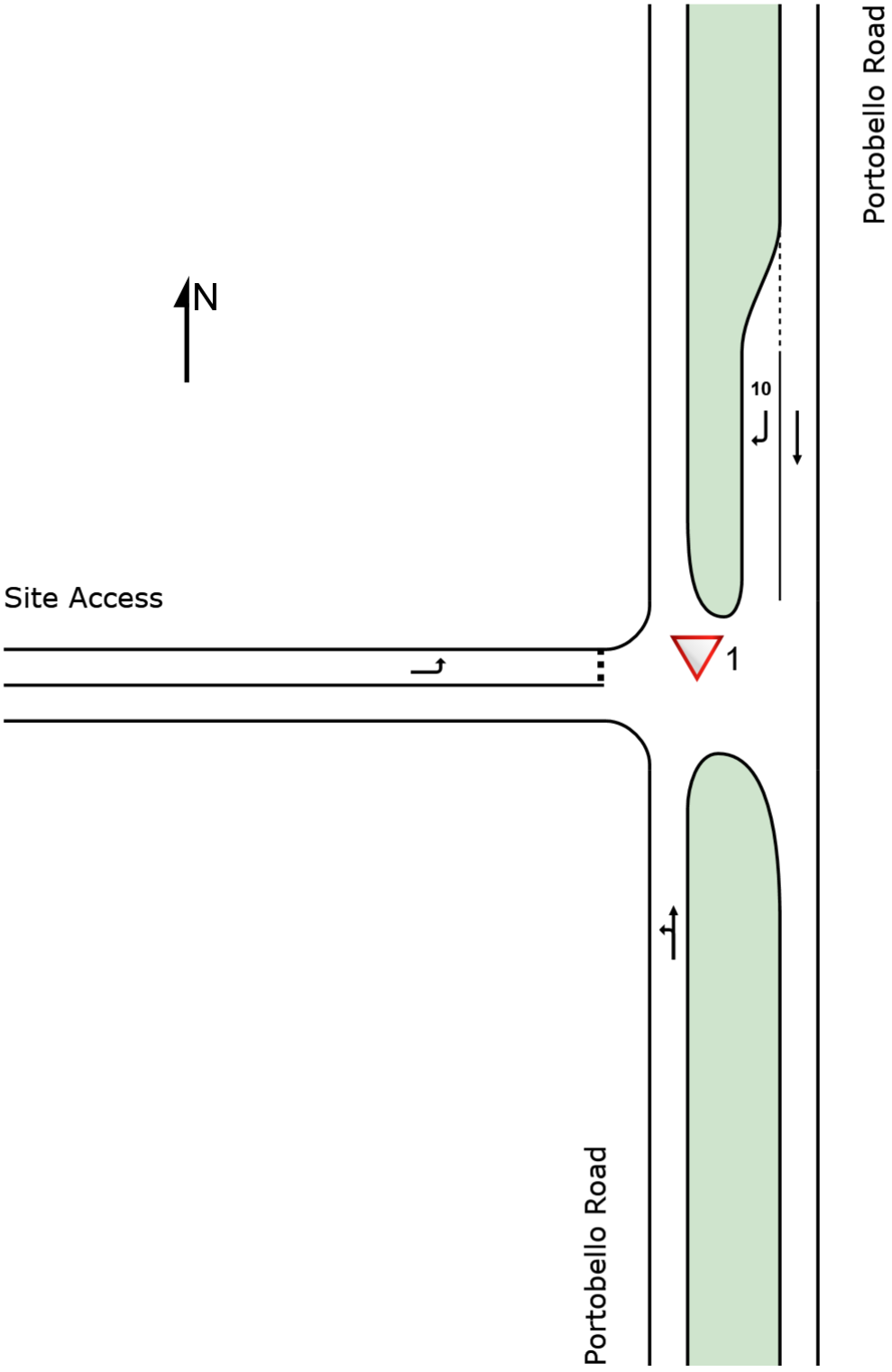
SIDRA Outputs

SITE LAYOUT

Site: 1 [Portobello Road / Site Access Ex Weekday Peak_2024 (Site Folder: 2024)]

Portobello Road / Site Access
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 1 [Portobello Road / Site Access Ex Weekday Peak_2024 (Site Folder: 2024)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Portobello Road / Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Portobello Road															
1	L2	All MCs	14	5.0	14	5.0	0.097	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	39.5
2	T1	All MCs	167	5.0	167	5.0	0.097	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.6
Approach			181	5.0	181	5.0	0.097	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.1
North: Portobello Road															
8	T1	All MCs	259	5.0	259	5.0	0.138	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	76	5.0	76	5.0	0.051	6.1	LOS A	0.2	1.7	0.30	0.55	0.30	29.1
Approach			335	5.0	335	5.0	0.138	1.4	NA	0.2	1.7	0.07	0.13	0.07	54.1
West: Site Access															
10	L2	All MCs	89	5.0	89	5.0	0.065	2.8	LOS A	0.3	1.9	0.27	0.50	0.27	33.6
Approach			89	5.0	89	5.0	0.065	2.8	LOS A	0.3	1.9	0.27	0.50	0.27	33.6
All Vehicles			605	5.0	605	5.0	0.138	1.3	NA	0.3	1.9	0.08	0.16	0.08	52.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [Portobello Road / Site Access Ex Saturday Peak_2024 (Site Folder: 2024)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Portobello Road / Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Portobello Road															
1	L2	All MCs	13	5.0	13	5.0	0.092	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	39.5
2	T1	All MCs	160	5.0	160	5.0	0.092	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.7
Approach			173	5.0	173	5.0	0.092	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.2
North: Portobello Road															
8	T1	All MCs	279	5.0	279	5.0	0.149	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	73	5.0	73	5.0	0.049	6.1	LOS A	0.2	1.6	0.29	0.55	0.29	29.2
Approach			352	5.0	352	5.0	0.149	1.3	NA	0.2	1.6	0.06	0.11	0.06	54.6
West: Site Access															
10	L2	All MCs	85	5.0	85	5.0	0.062	2.8	LOS A	0.2	1.8	0.26	0.50	0.26	33.6
Approach			85	5.0	85	5.0	0.062	2.8	LOS A	0.2	1.8	0.26	0.50	0.26	33.6
All Vehicles			609	5.0	609	5.0	0.149	1.2	NA	0.2	1.8	0.07	0.15	0.07	53.3

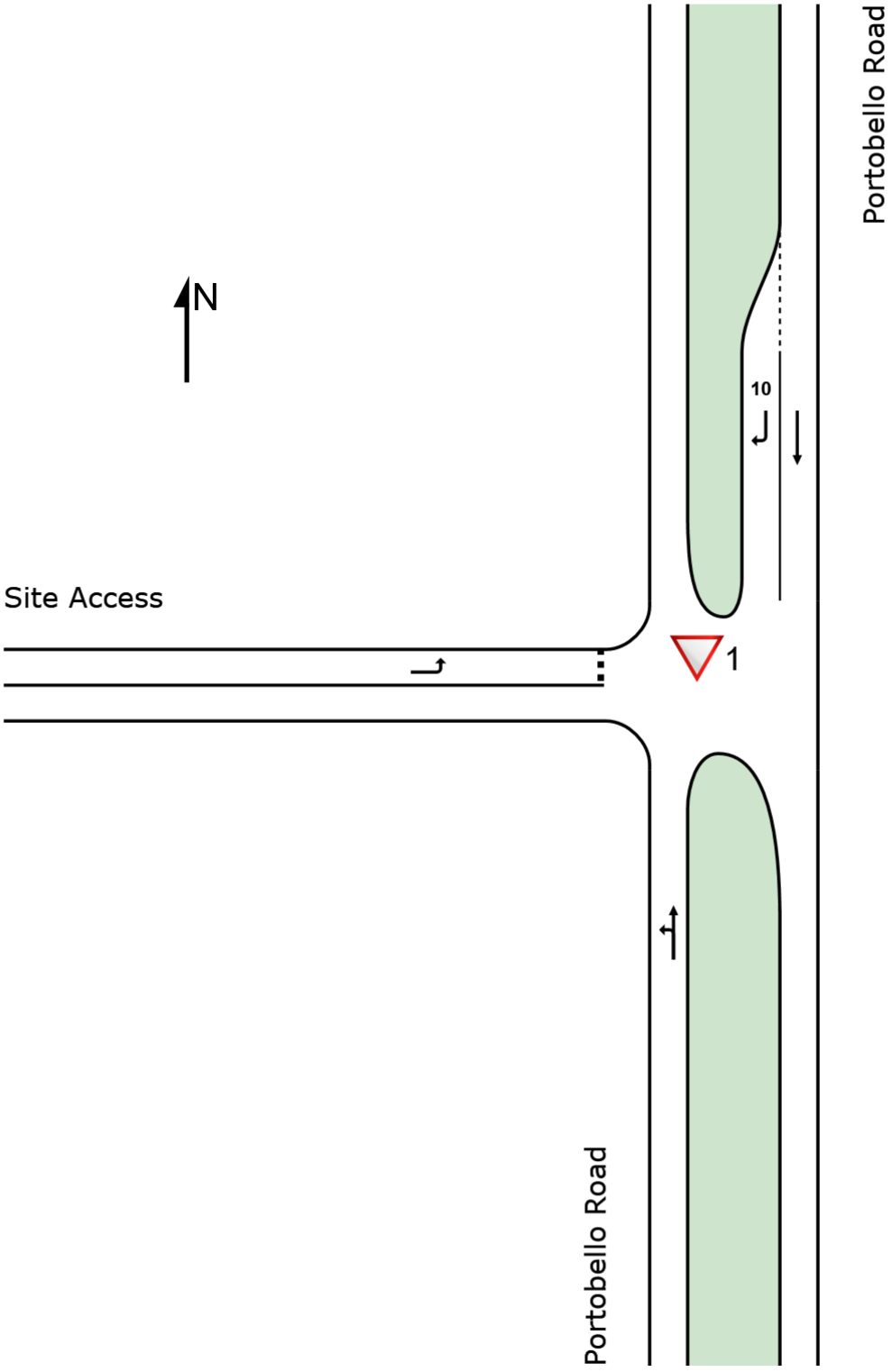
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 1 [Portobello Road / Site Access Ex Weekday Peak_2034 (Site Folder: 2034)]

Portobello Road / Site Access
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 1 [Portobello Road / Site Access Ex Weekday Peak_2034 (Site Folder: 2034)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Portobello Road / Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Portobello Road															
1	L2	All MCs	14	5.0	14	5.0	0.117	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	39.6
2	T1	All MCs	204	5.0	204	5.0	0.117	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.8
Approach			218	5.0	218	5.0	0.117	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.5
North: Portobello Road															
8	T1	All MCs	316	5.0	316	5.0	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	76	5.0	76	5.0	0.053	6.3	LOS A	0.2	1.7	0.33	0.57	0.33	28.8
Approach			392	5.0	392	5.0	0.168	1.2	NA	0.2	1.7	0.06	0.11	0.06	54.9
West: Site Access															
10	L2	All MCs	89	5.0	89	5.0	0.068	3.0	LOS A	0.3	2.0	0.30	0.51	0.30	33.4
Approach			89	5.0	89	5.0	0.068	3.0	LOS A	0.3	2.0	0.30	0.51	0.30	33.4
All Vehicles			699	5.0	699	5.0	0.168	1.2	NA	0.3	2.0	0.07	0.14	0.07	53.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [Portobello Road / Site Access Ex Saturday Peak_2034 (Site Folder: 2034)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Portobello Road / Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Portobello Road															
1	L2	All MCs	13	5.0	13	5.0	0.111	5.6	LOS A	0.0	0.0	0.00	0.04	0.00	39.6
2	T1	All MCs	195	5.0	195	5.0	0.111	0.0	LOS A	0.0	0.0	0.00	0.04	0.00	58.9
Approach			207	5.0	207	5.0	0.111	0.4	NA	0.0	0.0	0.00	0.04	0.00	57.6
North: Portobello Road															
8	T1	All MCs	340	5.0	340	5.0	0.181	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	All MCs	73	5.0	73	5.0	0.050	6.2	LOS A	0.2	1.6	0.32	0.56	0.32	28.9
Approach			413	5.0	413	5.0	0.181	1.1	NA	0.2	1.6	0.06	0.10	0.06	55.4
West: Site Access															
10	L2	All MCs	85	5.0	85	5.0	0.064	2.9	LOS A	0.3	1.9	0.29	0.51	0.29	33.5
Approach			85	5.0	85	5.0	0.064	2.9	LOS A	0.3	1.9	0.29	0.51	0.29	33.5
All Vehicles			705	5.0	705	5.0	0.181	1.1	NA	0.3	1.9	0.07	0.13	0.07	54.1

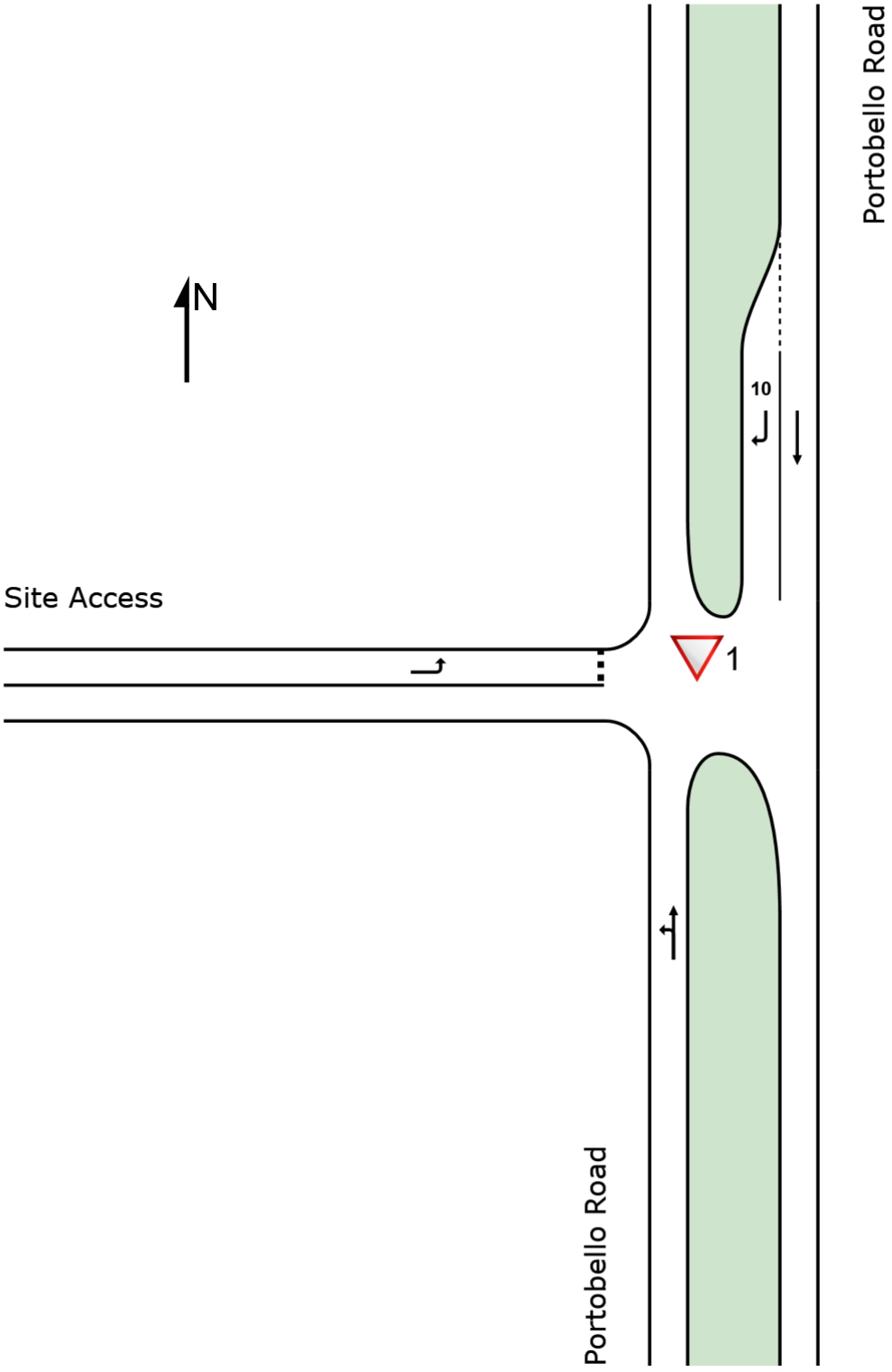
Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

SITE LAYOUT

Site: 1 [Portobello Road / Site Access Ex Weekday Peak_Until Failure (Site Folder: Until Failure)]

Portobello Road / Site Access
Site Category: (None)
Give-Way (Two-Way)

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: 1 [Portobello Road / Site Access Ex Weekday Peak_Until Failure (Site Folder: Until Failure)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Portobello Road / Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Portobello Road															
1	L2	All MCs	14	5.0	14	5.0	0.642	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	39.7
2	T1	All MCs	1189	5.0	1189	5.0	0.642	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	59.1
Approach			1203	5.0	1203	5.0	0.642	0.2	NA	0.0	0.0	0.00	0.01	0.00	58.8
North: Portobello Road															
8	T1	All MCs	1838	5.0	1838	5.0	0.979	1.3	LOS A	0.0	0.0	0.00	0.00	0.00	50.0
9	R2	All MCs	76	5.0	76	5.0	0.345	25.7	LOS D	1.1	8.3	0.91	1.01	1.09	12.8
Approach			1914	5.0	1914	5.0	0.979	2.2	NA	1.1	8.3	0.04	0.04	0.04	47.8
West: Site Access															
10	L2	All MCs	89	5.0	89	5.0	0.411	22.6	LOS C	1.3	9.7	0.91	1.01	1.15	13.3
Approach			89	5.0	89	5.0	0.411	22.6	LOS C	1.3	9.7	0.91	1.01	1.15	13.3
All Vehicles			3206	5.0	3206	5.0	0.979	2.0	NA	1.3	9.7	0.05	0.05	0.06	50.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 1 [Portobello Road / Site Access Ex Saturday Peak_Until Failure (Site Folder: Until Failure)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

Portobello Road / Site Access
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed km/h
South: Portobello Road															
1	L2	All MCs	13	5.0	13	5.0	0.650	5.7	LOS A	0.0	0.0	0.00	0.01	0.00	39.7
2	T1	All MCs	1206	5.0	1206	5.0	0.650	0.2	LOS A	0.0	0.0	0.00	0.01	0.00	59.1
Approach			1219	5.0	1219	5.0	0.650	0.2	NA	0.0	0.0	0.00	0.01	0.00	58.8
North: Portobello Road															
8	T1	All MCs	2104	5.0	2104	5.0	1.121	11.8	LOS B	0.0	0.0	0.00	0.00	0.00	20.9
9	R2	All MCs	73	5.0	73	5.0	0.350	26.9	LOS D	1.1	8.3	0.91	1.01	1.09	12.3
Approach			2177	5.0	2177	5.0	1.121	12.3	NA	1.1	8.3	0.03	0.03	0.04	20.7
West: Site Access															
10	L2	All MCs	85	5.0	85	5.0	0.415	23.8	LOS C	1.3	9.7	0.91	1.01	1.15	12.8
Approach			85	5.0	85	5.0	0.415	23.8	LOS C	1.3	9.7	0.91	1.01	1.15	12.8
All Vehicles			3481	5.0	3481	5.0	1.121	8.4	NA	1.3	9.7	0.04	0.05	0.05	26.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Vehicle movement LOS values are based on average delay per movement.
Minor Road Approach LOS values are based on average delay for all vehicle movements.
NA (TWSC): Level of Service is not defined for major road approaches or the intersection as a whole for Two-Way Sign Control (HCM LOS rule).
Two-Way Sign Control Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Appendix C

Access Route Assessment

Memo

To:	Nathan Stewart; Principal Town Planner at Rowe Group
From:	Jacob Martin; Senior Principal - Transport Planning and Osama Hashmi; Traffic Engineer
Subject:	Lot 9053 - Aldi Dalyellup, Western Australia – Access Route Assessment
Our ref:	PS214079-PTH-PAM-MEM-001B
Date:	**20 September 2024**

Introduction

This Technical Memo describes the vehicle access routes entering and exiting Lot 9053, Dalyellup (the Aldi Site), considering the existing and proposed access arrangements.

Two (2) access driveway locations have been assessed for the Site, comprising a crossover located on Grafton Lane and a crossover located on Portobello Road.

Customer Vehicle Access

Several customer vehicle access routes have been assessed for the proposed Site, referencing the current road network including turn restrictions. These routes include:

1. Rear access via Grafton Lane
2. Full access via Portobello Road
3. Mitigated access via Portobello Road (LILO/right-out ban).

The representative routes are described in the following review.

Lvl 3, Mia Yellagonga Tower 2, 5 Spring St
Perth WA 6000
PO Box 7181
Cloisters Square WA 6850

Tel: +61 8 9489 9700
Fax: +61 8 9489 9777
www.wsp.com

Rear access via Grafton Lane

The existing Dalyellup District Centre Structure Plan assumes access and egress to the subject Site via Grafton Lane. This arrangement relies on rear laneway access running north to south and providing access to the Lots fronting the western side of Portobello Road.

The viability of this arrangement has been assessed in the context of two alternative approach routes from the north (reflecting the primary catchment for destination retail in the vicinity).

Route 1: Grafton Lane (inbound via Norton Promenade)

Route 2: Grafton Lane (inbound via Portobello Road)

Customer Vehicle Access Routes via Grafton Lane (Structure Plan access)

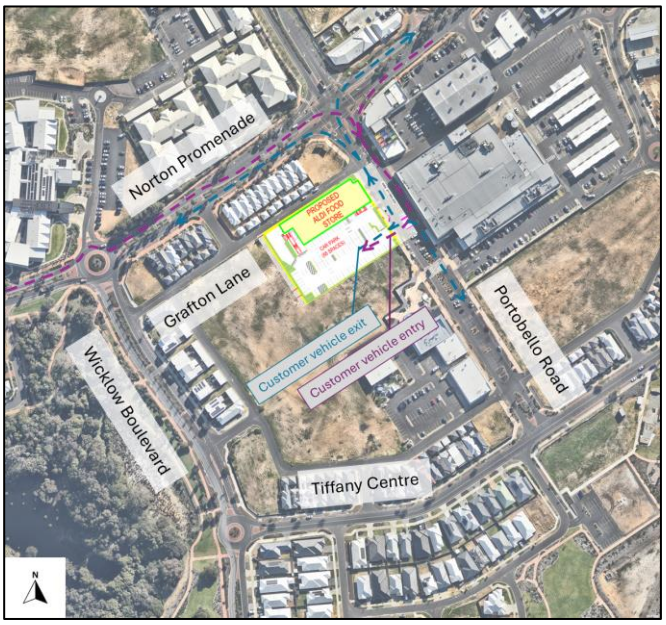
Route 1 uses the minor access provided by Wicklow Boulevard and Mile Lane to provide connection from Norton Promenade. While this route is theoretically possible, its use requires an expert knowledge of the local network and the lack of legibility is expected to deter new Aldi customers from trying to access the Site. This is because the natural approach route is via Portobello Road, which is identifiable as the 'address' of the Store. It is therefore expected that a sizeable proportion of prospective customers would arrive via Portobello Road, with no access available to Grafton Lane (due to the left-in/left-out (LILO)) turning restrictions at the Portobello Road / Grafton Lane intersection.

In this event, it is anticipated that Aldi customers would either seek on-street parking (where available), abandon their trip and go elsewhere, or make a U-turn at the existing break in the Portobello Road median (Route 2). This movement would conflict with egress movements from the Dalyellup Shopping Centre and (given its proximity to the major signalised intersection of the Norton Promenade / Portobello Road intersection) and is therefore considered to be inherently unsafe.

Shared use of the Grafton Lane crossover by both service vehicles and customer vehicles is also not recommended, due to the narrow geometry of Grafton Lane and the potential for conflict.

Full access via Portobello Road

To address the above issues, an alternative access arrangement is proposed, with direct access via Portobello Road. This alternative has been considered in two forms: left-in/left-out only (LILO) and full movement access. The representative customer vehicle access routes for these alternatives are shown below.



Configuration 1: Portobello Road – LILO (inbound/outbound) **Configuration 2:** Portobello Road – full movements

Customer Vehicle Access Routes via Portobello Road (proposed alternative)

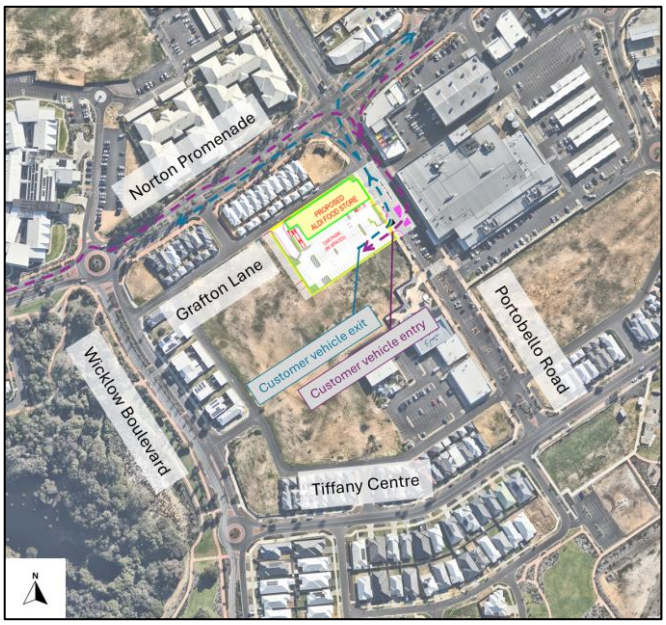
The above route assessment shows that while the legibility to the store is improved with a new Site access/egress onto Portobello Road, the LILO configuration still requires a circuitous detour via Tiffany Centre or a U-turn within Portobello Road. This suggests that the LILO access is not sufficient to address the access restrictions of the Site as it retains most of the issues of the Grafton Lane location. The LILO access also requires the removal of three (3) kerbside bays on the western side of Portobello Road.

If the Portobello Road access is provided in a full-movements form: allowing right-turn movements into and out of the Site, then these existing access constraints are fully mitigated. Access from Norton Promenade becomes straightforward and direct, with all critical inbound and outbound movements accommodated by the network. Customers will also have direct access via the frontage street without the requirement to undertake unsafe U-turn manoeuvres at the Tiffany Centre / Portobello Road intersection. This arrangement would result in the removal of a further six (6) median parking bays.

It is understood that the Shire of Capel has raised safety concerns related to customers make a right-turn outbound movement when exiting the Site. While this movement would ultimately increase the *theoretical* potential for conflict, the wide central median and distance of the access point from the pedestrian crossing are more than sufficient to allow for safe operation.

Mitigated access via Portobello Road (LILO and Right-out ban)

An alternative option has been prepared to address the above concerns, modifying the access arrangement to support left-in/left-out/right-in movements, alongside a right-out movement ban. The representative customer vehicle access route for the mitigated access is shown below:



Customer Vehicle Access Routes via Portobello Road (proposed mitigation using a right-out ban)

The Portobello Road access could be modified to only allow the right-turn movement into the Site, which retains inbound access for customers approaching the Site from Norton Promenade. This route is still direct and legible for the key retail catchment, comprising residential cells to the north and access via Bussell Highway.

The loss of the right-out movement results in some potential for circuitous egress routes for customers heading south – this is primarily a concern under the future network arrangement (as defined in the Dalyellup District Centre Structure Plan) which includes provision for connection via Wicklow Boulevard to Bussell Highway. The resulting outbound route would be via Norton Promenade, then either to Wicklow Boulevard or direct to Bussell Highway.

It is understood that the result of this mitigation measure will result in the removal of six (6) on-street car parking spaces as a result of the changes to the median parking area (as shown below). However, the proposed Aldi store would supply on-site parking over and above planning requirements to ensure no net loss of bays.

Proposed Mitigation Measure – right-out ban

Service Vehicle Access

The service vehicle access route (up to 19.0m Articulated Vehicles (AV)) is shown below. This route consists of the following:

- Service vehicles will enter from Grafton Lane, via Norton Promenade and Wicklow Boulevard
- Site access is permitted via a right-turn movement, with all manoeuvring occurring within the Lot
- Deliveries and waste collection activities take place within a controlled loading dock environment, separated from customers
- The egress route traverses the customer car park in forward manner, exiting the Site via the Portobello Road crossover
- Vehicles will turn left and return to Norton Promenade.

It is noted that the Norton Promenade intersections with Wicklow Boulevard and Portobello Road allow safe turning movements in all directions, allowing efficient servicing to the Site from the boundary road network and beyond.

Figure 0.1 Service Vehicle Access Routes

Service Vehicle Access Routes

Service vehicles exiting the Site onto Portobello Road will require the whole crossover width to turn, but sufficient driveway width is available to allow for navigation by both customer and service/delivery vehicles. The proposed driveway configuration acknowledges the needs of both trucks and customers, with painted central linemarking proposed to reinforce the customer egress route (see above).

Summary

In conclusion, key findings from this access review are as follows:

- Access to the Site via Grafton lane from the primary approach direction (via Norton Promenade) is indirect, illegible and circuitous. Alternatives exist in the network which would tend to promote unsafe U-turn manoeuvres on Portobello Road.
- Modification to the access location to Portobello Road would assist in aligning with customer expectations and improve legibility.
- A potential left-in/left-out treatment (LILO) was investigated for the Portobello Road access location, but this failed to address many of the issues.
- A full-movements access arrangement has been investigated for the Portobello Road crossover, which shows better outcomes from a connectivity perspective. The proposed Portobello Road crossover would result in the removal of nine (9) on-street bays, which would be offset against an on-site surplus of parking within the Aldi Site, to would ensure no net loss of parking.
- The Shire of Capel has raised safety concerns regarding the right-turn outbound movement out of the access crossover. An alternative treatment allowing left-in, left-out and right-in movements is shown to mitigate all identified access issues.
- Service vehicles would continue to access the Site via Grafton Lane, egressing via Portobello Road. Swept path analysis confirms that all movements can be accommodated safely.

The preferred access arrangement considering the constraints of the network, would be to construct a full-movements crossover on Portobello Road. This would provide effective connectivity to the Site without inducing circuitous and unsafe manoeuvring within local streets.

Should this arrangement not be supported by the Shire, a modified access arrangement could be constructed, in the form of a left-in/left-out/right-in access. This arrangement retains the majority of the identified benefits of the Portobello Road access location.

Jacob Martin
Senior Principal - Transport Planning

ATTACHMENT 7

Access Arrangement Technical Note

Memo

To:	Nathan Stewart; Principal Town Planner at Rowe Group
From:	Jacob Martin; Senior Principal - Transport Planning and Osama Hashmi; Traffic Engineer
Subject:	Lot 9053 - Aldi Dalyellup, Western Australia – Access Route Assessment
Our ref:	PS214079-PTH-PAM-MEM-001B
Date:	**20 September 2024**

Introduction

This Technical Memo describes the vehicle access routes entering and exiting Lot 9053, Dalyellup (the Aldi Site), considering the existing and proposed access arrangements.

Two (2) access driveway locations have been assessed for the Site, comprising a crossover located on Grafton Lane and a crossover located on Portobello Road.

Customer Vehicle Access

Several customer vehicle access routes have been assessed for the proposed Site, referencing the current road network including turn restrictions. These routes include:

1. Rear access via Grafton Lane
2. Full access via Portobello Road
3. Mitigated access via Portobello Road (LILO/right-out ban).

The representative routes are described in the following review.

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Rear access via Grafton Lane

The existing Dalyellup District Centre Structure Plan assumes access and egress to the subject Site via Grafton Lane. This arrangement relies on rear laneway access running north to south and providing access to the Lots fronting the western side of Portobello Road.

The viability of this arrangement has been assessed in the context of two alternative approach routes from the north (reflecting the primary catchment for destination retail in the vicinity).

Route 1: Grafton Lane (inbound via Norton Promenade)

Route 2: Grafton Lane (inbound via Portobello Road)

Customer Vehicle Access Routes via Grafton Lane (Structure Plan access)

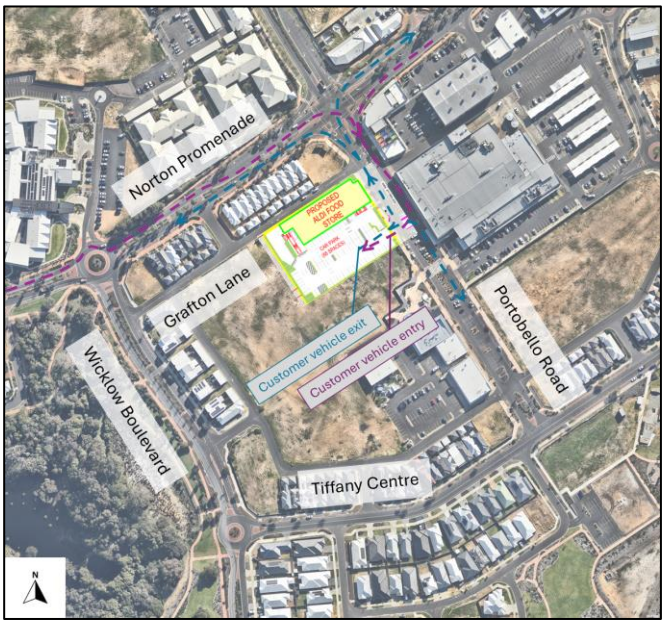
Route 1 uses the minor access provided by Wicklow Boulevard and Mile Lane to provide connection from Norton Promenade. While this route is theoretically possible, its use requires an expert knowledge of the local network and the lack of legibility is expected to deter new Aldi customers from trying to access the Site. This is because the natural approach route is via Portobello Road, which is identifiable as the 'address' of the Store. It is therefore expected that a sizeable proportion of prospective customers would arrive via Portobello Road, with no access available to Grafton Lane (due to the left-in/left-out (LILO)) turning restrictions at the Portobello Road / Grafton Lane intersection.

In this event, it is anticipated that Aldi customers would either seek on-street parking (where available), abandon their trip and go elsewhere, or make a U-turn at the existing break in the Portobello Road median (Route 2). This movement would conflict with egress movements from the Dalyellup Shopping Centre and (given its proximity to the major signalised intersection of the Norton Promenade / Portobello Road intersection) and is therefore considered to be inherently unsafe.

Shared use of the Grafton Lane crossover by both service vehicles and customer vehicles is also not recommended, due to the narrow geometry of Grafton Lane and the potential for conflict.

Full access via Portobello Road

To address the above issues, an alternative access arrangement is proposed, with direct access via Portobello Road. This alternative has been considered in two forms: left-in/left-out only (LILO) and full movement access. The representative customer vehicle access routes for these alternatives are shown below.



Configuration 1: Portobello Road – LILO (inbound/outbound) **Configuration 2:** Portobello Road – full movements

Customer Vehicle Access Routes via Portobello Road (proposed alternative)

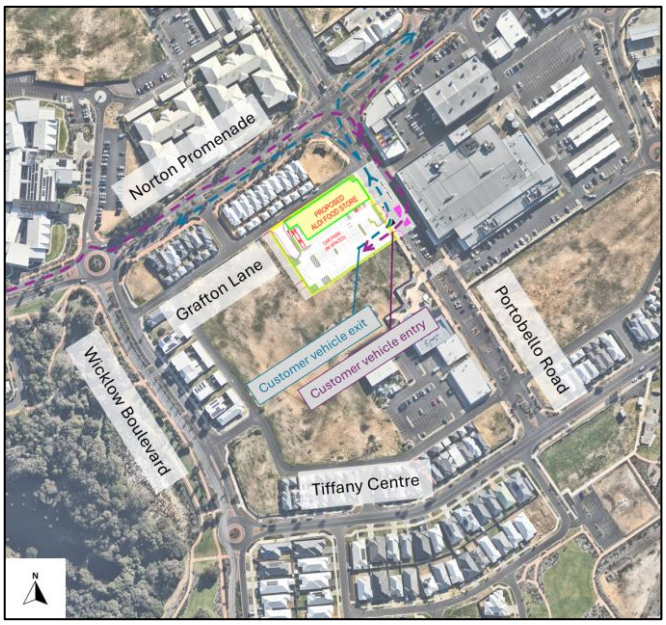
The above route assessment shows that while the legibility to the store is improved with a new Site access/egress onto Portobello Road, the LILO configuration still requires a circuitous detour via Tiffany Centre or a U-turn within Portobello Road. This suggests that the LILO access is not sufficient to address the access restrictions of the Site as it retains most of the issues of the Grafton Lane location. The LILO access also requires the removal of three (3) kerbside bays on the western side of Portobello Road.

If the Portobello Road access is provided in a full-movements form: allowing right-turn movements into and out of the Site, then these existing access constraints are fully mitigated. Access from Norton Promenade becomes straightforward and direct, with all critical inbound and outbound movements accommodated by the network. Customers will also have direct access via the frontage street without the requirement to undertake unsafe U-turn manoeuvres at the Tiffany Centre / Portobello Road intersection. This arrangement would result in the removal of a further six (6) median parking bays.

It is understood that the Shire of Capel has raised safety concerns related to customers make a right-turn outbound movement when exiting the Site. While this movement would ultimately increase the *theoretical* potential for conflict, the wide central median and distance of the access point from the pedestrian crossing are more than sufficient to allow for safe operation.

Mitigated access via Portobello Road (LILO and Right-out ban)

An alternative option has been prepared to address the above concerns, modifying the access arrangement to support left-in/left-out/right-in movements, alongside a right-out movement ban. The representative customer vehicle access route for the mitigated access is shown below:



Customer Vehicle Access Routes via Portobello Road (proposed mitigation using a right-out ban)

The Portobello Road access could be modified to only allow the right-turn movement into the Site, which retains inbound access for customers approaching the Site from Norton Promenade. This route is still direct and legible for the key retail catchment, comprising residential cells to the north and access via Bussell Highway.

The loss of the right-out movement results in some potential for circuitous egress routes for customers heading south – this is primarily a concern under the future network arrangement (as defined in the Dalyellup District Centre Structure Plan) which includes provision for connection via Wicklow Boulevard to Bussell Highway. The resulting outbound route would be via Norton Promenade, then either to Wicklow Boulevard or direct to Bussell Highway.

It is understood that the result of this mitigation measure will result in the removal of six (6) on-street car parking spaces as a result of the changes to the median parking area (as shown below). However, the proposed Aldi store would supply on-site parking over and above planning requirements to ensure no net loss of bays.

Proposed Mitigation Measure – right-out ban

Service Vehicle Access

The service vehicle access route (up to 19.0m Articulated Vehicles (AV)) is shown below. This route consists of the following:

- Service vehicles will enter from Grafton Lane, via Norton Promenade and Wicklow Boulevard
- Site access is permitted via a right-turn movement, with all manoeuvring occurring within the Lot
- Deliveries and waste collection activities take place within a controlled loading dock environment, separated from customers
- The egress route traverses the customer car park in forward manner, exiting the Site via the Portobello Road crossover
- Vehicles will turn left and return to Norton Promenade.

It is noted that the Norton Promenade intersections with Wicklow Boulevard and Portobello Road allow safe turning movements in all directions, allowing efficient servicing to the Site from the boundary road network and beyond.

Figure 0.1 Service Vehicle Access Routes

Service Vehicle Access Routes

Service vehicles exiting the Site onto Portobello Road will require the whole crossover width to turn, but sufficient driveway width is available to allow for navigation by both customer and service/delivery vehicles. The proposed driveway configuration acknowledges the needs of both trucks and customers, with painted central linemarking proposed to reinforce the customer egress route (see above).

Summary

In conclusion, key findings from this access review are as follows:

- Access to the Site via Grafton lane from the primary approach direction (via Norton Promenade) is indirect, illegible and circuitous. Alternatives exist in the network which would tend to promote unsafe U-turn manoeuvres on Portobello Road.
- Modification to the access location to Portobello Road would assist in aligning with customer expectations and improve legibility.
- A potential left-in/left-out treatment (LILO) was investigated for the Portobello Road access location, but this failed to address many of the issues.
- A full-movements access arrangement has been investigated for the Portobello Road crossover, which shows better outcomes from a connectivity perspective. The proposed Portobello Road crossover would result in the removal of nine (9) on-street bays, which would be offset against an on-site surplus of parking within the Aldi Site, to would ensure no net loss of parking.
- The Shire of Capel has raised safety concerns regarding the right-turn outbound movement out of the access crossover. An alternative treatment allowing left-in, left-out and right-in movements is shown to mitigate all identified access issues.
- Service vehicles would continue to access the Site via Grafton Lane, egressing via Portobello Road. Swept path analysis confirms that all movements can be accommodated safely.

The preferred access arrangement considering the constraints of the network, would be to construct a full-movements crossover on Portobello Road. This would provide effective connectivity to the Site without inducing circuitous and unsafe manoeuvring within local streets.

Should this arrangement not be supported by the Shire, a modified access arrangement could be constructed, in the form of a left-in/left-out/right-in access. This arrangement retains the majority of the identified benefits of the Portobello Road access location.

Jacob Martin
Senior Principal - Transport Planning

ATTACHMENT 8

Site Access Review

PROPOSED ALDI STORE – LOT 9053 PORTOBELLO RD, DALYELLUP

SITE ACCESS REVIEW

TECHNICAL NOTE 1
6.10.2024

1. INTRODUCTION

The Shire of Capel (the Shire) has received a development application for an Aldi store to be located at Lot 9053 Portobello Road, Dalyellup (the Site), which has raised some concerns with respect to the site access.

Donald Veal Consultants (DVC) has conducted an independent review of the following issues:

1. whether full access to the site via Portobello Road will result in a detrimental impact on the local traffic network; and

2. whether the mitigated access via Portobello Road (LILO/right-out ban) will result in a detrimental impact on the local traffic network.

This technical note presents our findings and recommendations for consideration by the Shire.

2. DOCUMENT REVIEW

DVC reviewed the documents provided, namely:

- Access Route Assessment Memo – PS214079-PTH-PAM-MEM-001B, dated 20.09.2024 and prepared by WSP; and
- Vehicular Turning Movements – Vehicle Swept Path plans x 2, dated 11.09.2024.

We understand that no Transport Impact Assessment (TIA) report relating to the Development Application has been provided to the Shire. The Western Australian Planning Commission's Transport Assessment Guidelines (2016) requires a full TIA report for any development generating in excess of 100 peak hour vehicle movements. For developments generating between 10 and 100 vehicle trips per hour, a Transport Impact Statement (TIS) is required.

3. TRAFFIC MOVEMENT ASSUMPTIONS

In the absence of any traffic generation data for the proposed development, certain assumptions regarding traffic movements have been made.

The assumed catchment area for the traffic generated by the proposed land use is based on **Figure 1**. Traffic generated from Area A is expected to access the Site via Norton Promenade, traffic from Area B via Parade Road, and traffic from Area C via Portobello Road. Approximately 70% of the traffic to the Site is assumed to originate from Area A, 25% from Area B, and 5% from Area C.

Figure 1: Assumed catchment for traffic generated for the proposed development Site

4. ROAD ENVIRONMENT

Portobello Road is currently a 40km/h speed environment with kerbside parallel parking and 90^0 parking in the median. There is a raised zebra crossing midblock and two further pedestrian crossing points to the south and one to the north, making four crossings within a section of 220m.

5. FULL ACCESS TO THE SITE VIA PORTOBELLO ROAD

Since most of the traffic is expected to come from the western (Area A) and northern (Area B) areas, approximately 95% of vehicles exiting the Site are expected to turn left onto Portobello Road, heading north. The demand for right turns from the Site currently is anticipated to be low (approximately 5%) due to limited property development to the south (Area C).

Drivers making right turn exit movements from the Site Vehicles would have their sight distance to the north obstructed by parked vehicles in the central median on Portobello Road, leading to potential right angled crashes. Based on Austroads Guide to Road Design Part 3 Table 5.5, for a design speed of 50 km/h and a reaction time of 2.0s, the required Stopping Sight Distance (SSD) is 55m whereas barely half this distance would be achieved. See **Figure 2.**

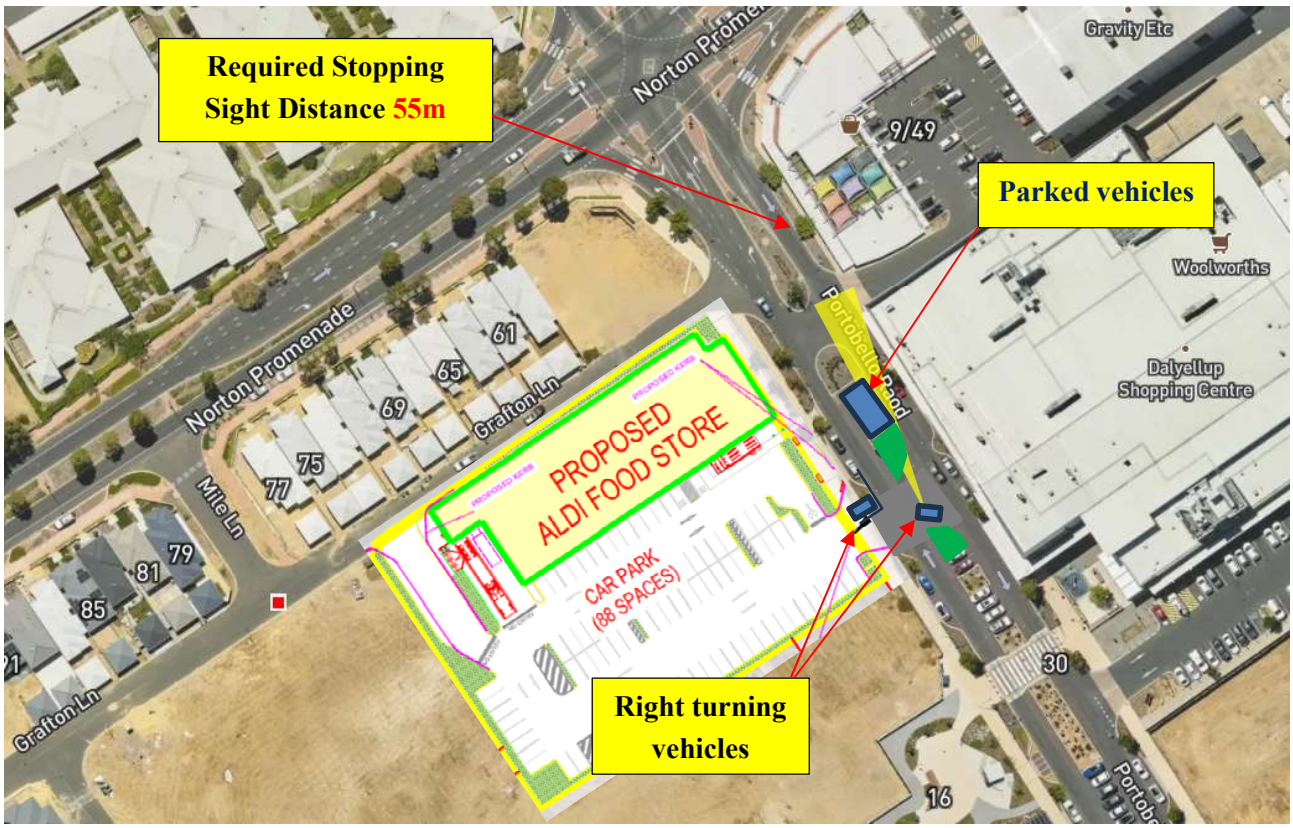


Figure 2: Required Stopping Sight Distance to the north for right turning vehicles from the Site

Hence, if the right turn out movement from the Site onto Portobello Road is permitted, the median parking to the north should be removed in order to provide adequate site distance.

6. MITIGATED ACCESS VIA PORTOBELLO ROAD (LILO/RIGHT OUT BAN)

This option assumes all movement at the site access onto Portobello Road apart from a ban on right turn out movements. It therefore permits LI/LO *and* right in movements.

Although the demand for vehicles exiting the Site to travel south is likely to be low, those that do will need to find an alternative route if only permitted to turn left on exit. One option is to travel north on Portobello Road, then west on Norton Promenade, and south on Wicklow Boulevard. The more likely option is for drivers to make a U-turn at the central median opening near the Dalyellup Shopping Centre, which could lead to the risk of side swipe crashes with shopping centre traffic heading south.

We note the Dalyellup Shopping Centre access onto Portobello Road to the north of the proposed Aldi Site access caters for full turning movements with the right turn out movement likely to be significantly greater than that generated by the Aldi store.

7. OPTIONS ASSESSMENT

The pros and cons for the two options are shown in **Table 1**.

Table 1: Pros and Cons of the Options

Option Description	Pros	Cons
Full Site Access to Portobello Road	• No restrictions on assess to and from the Adli site. • Less conflicting movements on the network. • Caters for all vehicle desire lines. • Short right turn in pocket to Aldi Site possible due to removal of median parking. • Would allow delivery trucks to exit right.	• The sight distance to the north is obstructed by parked vehicles, necessitating the removal of 3 additional parking bays in the central median north of the Site access.
Mitigated Site to Portobello Road	• Retains 3 median parking bays.	• Vehicles exiting the Site and wishing to travel south on Portobello Road likely to U-turn in the central median opening for the Dalyellup Shopping Centre. May lead to side swipes with drivers turning left. • Queueing likely in southbound direction on Portobello Road caused by vehicles waiting to access the Aldi site resulting in the risk of rear end crashes. • Delivery truck swept paths show the vehicle exiting the site on the wrong side of the driveway.

8. RECOMMENDATIONS

DVC would advise that the full site access to Portobello Road option be adopted with the three median parking bays to the north removed and a short right turn pocket provided. Portobello Road is a slow speed environment with a posted speed of 40 km/h. The right turn out demand from the Aldi site is expected to be low and allowing it to occur here would avoid the demand for U-turn movements further north.

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Approved: Donald Veal - Director

Date: 6/10/2024